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Naval Weapons Station Earle Reassessment

Adam D. Smith and Megan W. Tooker

December 2013



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Naval Weapons Station Earle Reassessment

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 Compliance for NWS Earle"

Abstract

Naval Weapons Station Earle is a U.S. Navy installation with the primary mission of transshipment of munitions.

This document is an assessment of two previous Section 110 surveys of Earle. During this reassessment, it was determined that portions of Earle are eligible to the National Register of Historic Places (NRHP) as a historic district under Criteria A and C. The period of significance is from 1943–1945. None of the buildings in the reassessment were found to be individually eligible for the NRHP.

This reassessment satisfies Section 110 of the National Historic Preservation Act of 1966 as amended, and it was used to determine the preliminary eligibility of Earle for inclusion on the NRHP.

This report recommends that a complete integrity analysis be performed of all buildings during the period of significance to determine final eligibility.

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Executive Summary

Naval Weapons Station (NWS) Earle is a U.S. Navy installation with the primary mission of transshipment of munitions. This document is an assessment of two previous Section 110 architectural surveys of NWS Earle. The first report from 1999 concluded that Earle did not constitute a comprehensive historic district, but found 18 resources individually eligible. The New Jersey State Historic Preservation Office (NJ SHPO) disagreed with these findings and in 2001, it issued a NJ SHPO Opinion of Eligibility defining all of NWS Earle as a historic district under Criteria A and C. A second survey report was completed in 2007 disagreeing with the NJ SHPO's 2001 determination of a historic district. The 2007 report states that due to the demolition and alterations of period structures and construction of modern buildings, NWS Earle does not retain sufficient integrity from the 1943 to 1953 period of significance to convey its integrity. The NJ SHPO disagreed in September 2009 and the 2001 determination stands to date.

Navy Facility (NAVFAC) Mid-Atlantic (MIDLANT) sent funding to the Engineer Research and Development Center-Construction Engineering Research Laboratory (ERDC-CERL) in April 2010 to: (1) read and evaluate prior NWS Earle cultural resources reports; (2) conduct a site visit to NWS Earle; and (3) assess the eligibility of the buildings and structures at NWS Earle according to NRHP guidelines.

Initial findings from this assessment were the subject of a meeting held at the NJ SHPO offices on 24 June 2011 with staff from the NJ SHPO office, a representative from NAVFAC Mid-Atlantic, the Cultural Resources Manager (CRM) from NWS Earle, and the authors of this report.

The NJ SHPO sent a letter to NWS Earle on 13 January 2012 that included their findings. The NJ SHPO concurred with portions of the findings from the ERDC-CERL report that NWS Earle was significant for the transshipment of weapons for World War II but also wanted to include the Korean War in the period of significance, creating discontinuous periods of significance of 1943–1945 and 1950–1953. The NJ SHPO also concurred with the report that the Mainside Administration Area (C Area), Waterfront Administration Area (R Area), the D Area, and the M Area no

longer had enough integrity to be included within the proposed historic district boundary; however, the NJ SHPO did not concur with the findings for the AA Barricades (AA Area/Former Army Area) or for the P Barricades (P Area), stating that those two areas remained relatively intact. Finally, although both the report and the NJ SHPO agreed that the seven Dymaxion Deployment Units are eligible for the NRHP, the NJ SHPO preferred them to be included within the historic district boundaries as contributing resources as well.

NAVFAC MIDLANT compiled an addendum to the ERDC-CERL report in December 2012 (Appendix E), and the report was submitted to NJ SHPO. Within this addendum, the Navy provided further information as to why the AA Barricades and the P Barricades no longer had their integrity, as well as why the Navy did not consider the Dymaxion Deployment Units as part of the historic district. On 4 March 2013, following the NJ SHPO review of the addendum, NAVFAC MIDLANT personnel and the NWS Earle CRM had a conference call with the NJ SHPO to discuss the addendum and the eligibility of the AA Barricades, P Barricades, and the Dymaxion Deployment Units. During the conference call, the Navy agreed to include the AA Barricades and P Barricades within the boundaries of the historic district as contributing resources and to include the Dymaxion Deployment Units as contributing resources to the historic district in addition to their individually eligible status. The NJ SHPO formalized these agreements in a letter dated 18 March 2013 (Appendix F).

Also, as agreed during the conference call, the Navy and ERDC-CERL have updated the draft April 2011 report by adding related correspondence to appendices within this report (Appendices C and D).

Thus the final determination is that portions of NWS Earle are eligible for the National Register of Historic Places (NRHP) as a historic district under Criteria A and C, and the period of significance is from 1943 to 1945 (Appendix F). There are 393 buildings, structures, and landscapes determined to be within the historic district and of those, there are 336 buildings, structures, and landscapes that are contributing features of the NWS Earle Transshipment Historic District (see Appendix G, Table 4 for listing and new boundary maps).

These contributing features include the vast majority of ammunition storage facilities, the roadways, railways, yards, and remaining historic

piers and trestles — all significant features in the transshipment process. In addition, the researchers determined that seven Dymaxion Deployment units are individually eligible for the National Register under Criterion C for architecture and their association with R. Buckminster Fuller. Due to the portable nature of the units and their early association with the Army, US Army Engineer Research and Development–Construction Engineering Research Laboratory (ERDC-CERL) researchers felt it was unlikely that the units directly contributed to the mission of the Transshipment Historic District in their current locations from 1943–1945. However, in the final determination, these units are included as contributing resources to the historic district.

It was also determined that little infrastructure was built for and during the Korean War, and this lack of significant and distinguishable resources from the Korean War era does not warrant its timeline to be included in the period of significance. None of the buildings in the reassessment were found to be individually eligible for the NRHP.

This reassessment satisfies Section 110 of the National Historic Preservation Act of 1966 as amended, and it was used to determine the eligibility of NWS Earle for inclusion on the NRHP.

The researchers recommend a complete integrity analysis be performed on all buildings constructed during the period of significance within the historic district boundaries to determine final eligibility. Some of the buildings recommended as contributing resources to the Historic District may be determined to lack sufficient integrity upon more detailed analysis. This analysis can be done during categorization of the built environment, which is to be completed in the development of the programmatic agreement.

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Preface

This study was conducted for the Navy Region Mid-Atlantic and Naval Weapons Station (NWS) Earle under Project No. 331665, “Cultural Resources Historic District Resolution & Compliance for NWS Earle.” Funding was provided by Military Interdepartmental Purchase Request (MIPR) N69213-10-MP-002RD. The technical monitors for Naval Facilities Engineering Command Mid-Atlantic were Pam Anderson and Heather McDonald, while the technical monitor for NWS Earle was Patricia Chizmadia.

Work was performed by the Land and Heritage Conservation Branch (CN-C) of the Installations Division (CN), US Army Engineer Research and Development Center, Construction Engineering Research Laboratory (ERDC-CERL). Dr. Christopher White was Chief, CN-C; Michelle Hanson was Chief, CN; and Alan R. Anderson was Technical Director for Military Ranges and Lands. The Deputy Director of ERDC-CERL was Dr. Kirankumar V. Topudurti, and the Director was Dr. Ilker R. Adiguzel.

COL Jeffrey R. Eckstein was the Commander of ERDC, and Dr. Jeffery P. Holland was the Director.

Acknowledgements

In addition to the above-named technical monitors, the authors wish to acknowledge Eric Helms of NWS Earle, who also assisted with work for this report.

Unit Conversion Factors

Multiply	By	To Obtain
acres	4,046.873	square meters
cubic feet	0.02831685	cubic meters
cubic inches	0.00001638706	cubic meters
degrees Fahrenheit	$(5/9) \times (^\circ\text{F} - 32)$	degrees Celsius
feet	0.3048	meters
gallons (US liquid)	0.003785412	cubic meters
inches	0.0254	meters
miles (US statute)	1.609347	kilometers
pounds (mass)	0.4535924	kilograms
square feet	0.09290304	square meters
square miles	2,589,998	square meters
tons (2,000 pounds, mass)	907.1847	kilograms
yards	0.9144	meters

1 Methodology

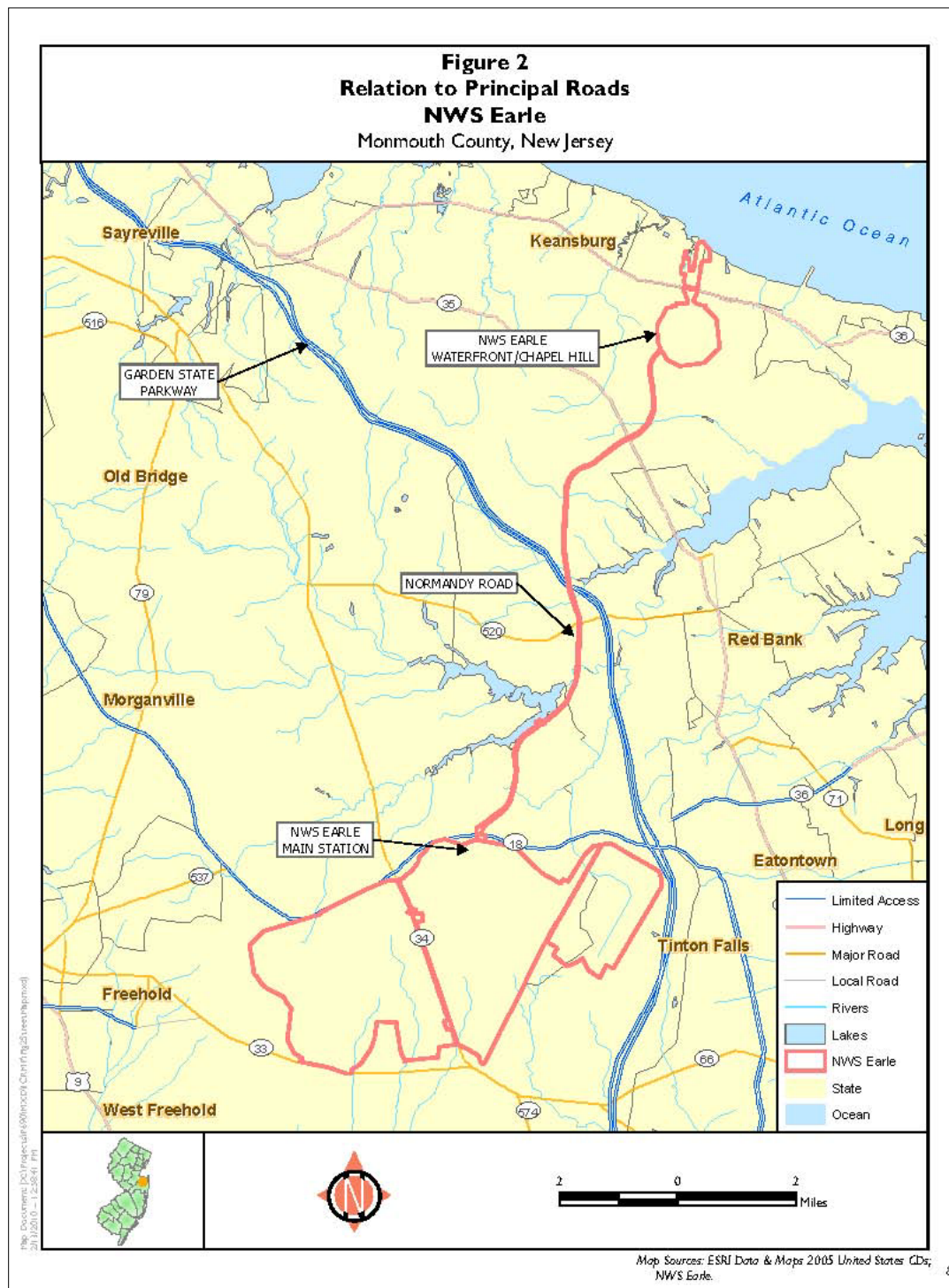
Background

Through the years, the US Congress has enacted laws to preserve our national cultural heritage. The first major federal preservation legislation was the Antiquities Act of 1906. This legislation was instrumental in securing protection for archeological resources on federal property. The benefits derived from this and subsequent legislation precipitated an expanded and broader need for the preservation of historic cultural resources. With this growing national awareness, Congress codified the National Historic Preservation Act of 1966 (NHPA), the most sweeping cultural resources legislation to date.

Congress created the NHPA to provide guidelines and requirements aimed at preserving tangible elements of our past, and it did so primarily through creation of the National Register of Historic Places (NRHP). Contained within NHPA (Sections 110 and 106) are requirements for federal agencies to address their cultural resources, which are defined as any prehistoric or historic district, site, building, structure, or object. Section 110 requires federal agencies to inventory and evaluate their cultural resources. Section 106 requires the determination of effect of federal undertakings on properties deemed eligible or potentially eligible for the NRHP.

Naval Weapons Station Earle (NWS Earle) is a Navy shore installation that occupies 11,851 acres in portions of Colts Neck, Howell, Wall, Tinton Falls, and Middletown townships in Monmouth County, New Jersey, and is approximately 47 miles south of New York City. It consists of two landholdings, one inland and one on Sandy Hook Bay, connected by a 15-mile-long transportation corridor consisting of a double-tracked railroad line and a two-lane roadway called Normandy Road. A trestle and four piers project 2.9 miles into Sandy Hook Bay to carry the railroad line and roadway out to deep-water berths (Figure 1).

Figure 1. Location of NWS Earle (A.D. Marble & Co. 2010, 8).



NWS Earle, originally called Naval Ammunition Depot Earle (NAD Earle), was commissioned in 1943 as a transshipment depot to facilitate the movement of ammunition from stateside production and storage to the

Navy and other US armed forces then in the European theater of World War II (Louis Berger 1999, 3).

The mission of NWS Earle is to “Operate/maintain a coastal ordnance handling and processing facility supporting Atlantic Fleet, Coast Guard and DoD requirements, providing force protection, logistics support and host services/sheltering for 2000 personnel, homeported Military Sealift Command (MSC) ships and visiting ships” (A.D. Marble & Co. 2010).

Objectives

The objectives of this study were to: (1) read and evaluate prior NWS Earle cultural resources reports; (2) conduct a site visit to NWS Earle; and (3) assess the eligibility of the buildings and structures at NWS Earle according to NRHP guidelines.

Approach

Per Section 110 of the NHPA, NWS Earle needs to evaluate all of its buildings and structures that are 50 years of age and older. NWS Earle has previously completed two architectural surveys for their Section 110 compliance:

Architectural Resources Survey, Naval Weapons Station Earle, Monmouth County, New Jersey (Louis Berger 1999).

Cultural Resources Survey, Naval Weapons Station Earle (A.D. Marble & Co. 2007).

Under a Military Interdepartmental Purchase Request (MIPR), the Engineer Research and Development Center’s Construction Engineering Research Laboratory (ERDC-CERL) was retained to reassess these two reports and their associated findings. Adam Smith was the project manager and lead architectural historian, and Megan Weaver Tooker was the lead landscape architect.

This report has four parts. The first chapter is the methodology used for the report, and the second chapter consists of a synopsis of the two existing reports. Chapter 3 consists of the inventory and evaluation results, and recommendations are made in Chapter 4. In addition, the report includes reproductions of historic maps (Appendix A), current maps

(Appendix B), pre-2010 correspondence (Appendix C), and 2011–2012 correspondence (Appendix D). An addendum report in its entirety is contained in Appendix E. Appendix F is the final letter from the NJ SHPO, and Appendix G outlines this report's final determination of eligibility, which is concurred by the NJ SHPO.

Archival research

Archival research involves several tasks. The first task is the initial literature review; the second task is to identify and locate primary research materials.

Literature review

The research team used secondary literature to determine the general history of NWS Earle. This involved reading published and unpublished material found by reviewing a variety of sources. Items looked at and reviewed for NWS Earle included the two survey reports mentioned above; the *Integrated Cultural Resources Management Plan 2011-2015* (A.D. Marble & Co. 2010), and Historic American Engineering Record (HAER) documentation was examined.

Research material

The research team also located primary research materials and additional secondary sources, and then developed a strategy to best utilize those resources. One member of the research team conducted a visit to the National Archives at College Park, Maryland, in summer 2010. In addition, during the site visit to NWS Earle in May 2010 research material for the buildings was gathered including maps, information from the Public Affairs Office, and items filed in the Cultural Resources manager's office.

Site visits

As stated, members of the research team made one site visit on May 2010 to survey the buildings and conduct research. During this visit, researchers collected archival information such as maps and historic photographs from the installation. Researchers conducted site reconnaissance on foot and by car using photography, sketches, and note taking to understand the layout of NWS Earle and for the placement and character of individual buildings (Figure 2 – Figure 4).

Analysis

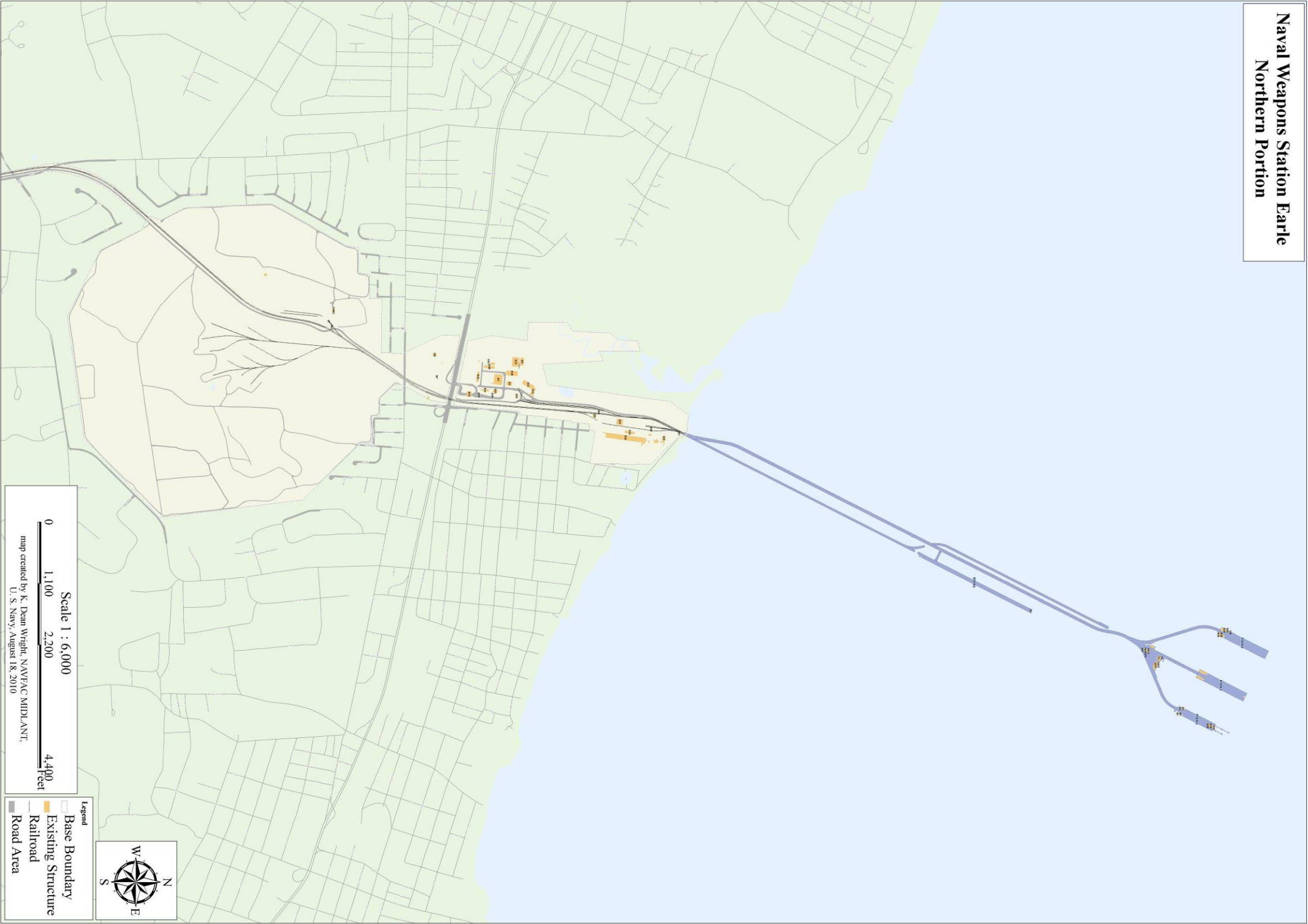
After initial research was completed, the team analyzed the gathered information and resources. Historic maps and photographs were examined and compared to current conditions. A determination of integrity was made for the resources with historic significance.

Evaluation

The evaluation of structures and landscapes followed guidelines in the *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (NPS 1991), and *National Register Bulletin #16: How to Complete the National Register Registration Form* (NPS 1997a). Additionally, the survey followed DoD's *Guidelines for Identifying and Evaluating Historic Military Landscapes* (Loechl et al. 2009).

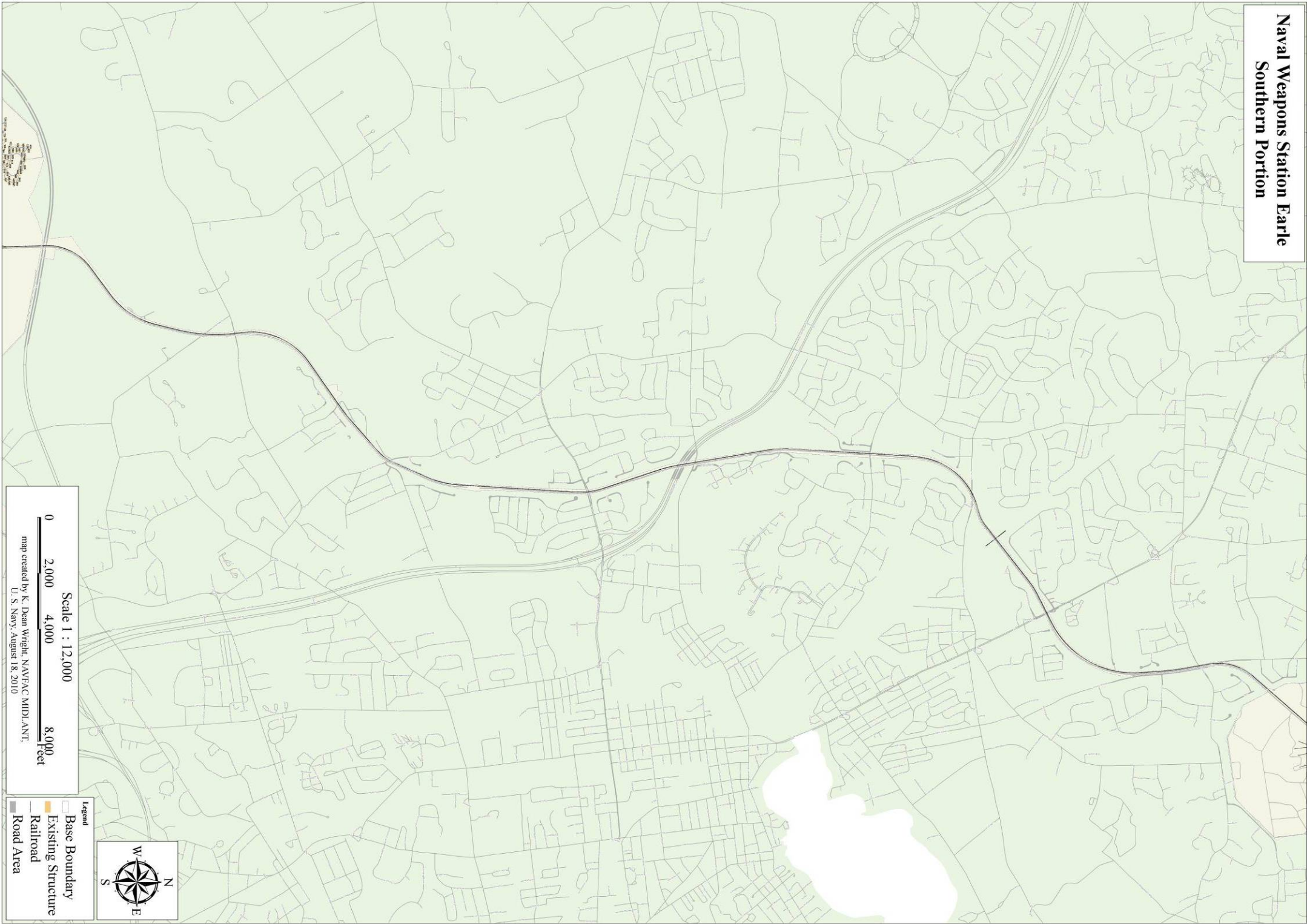
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Figure 2. NWS Earle northern portion map, 2010 (NAVFAC MIDLANT).



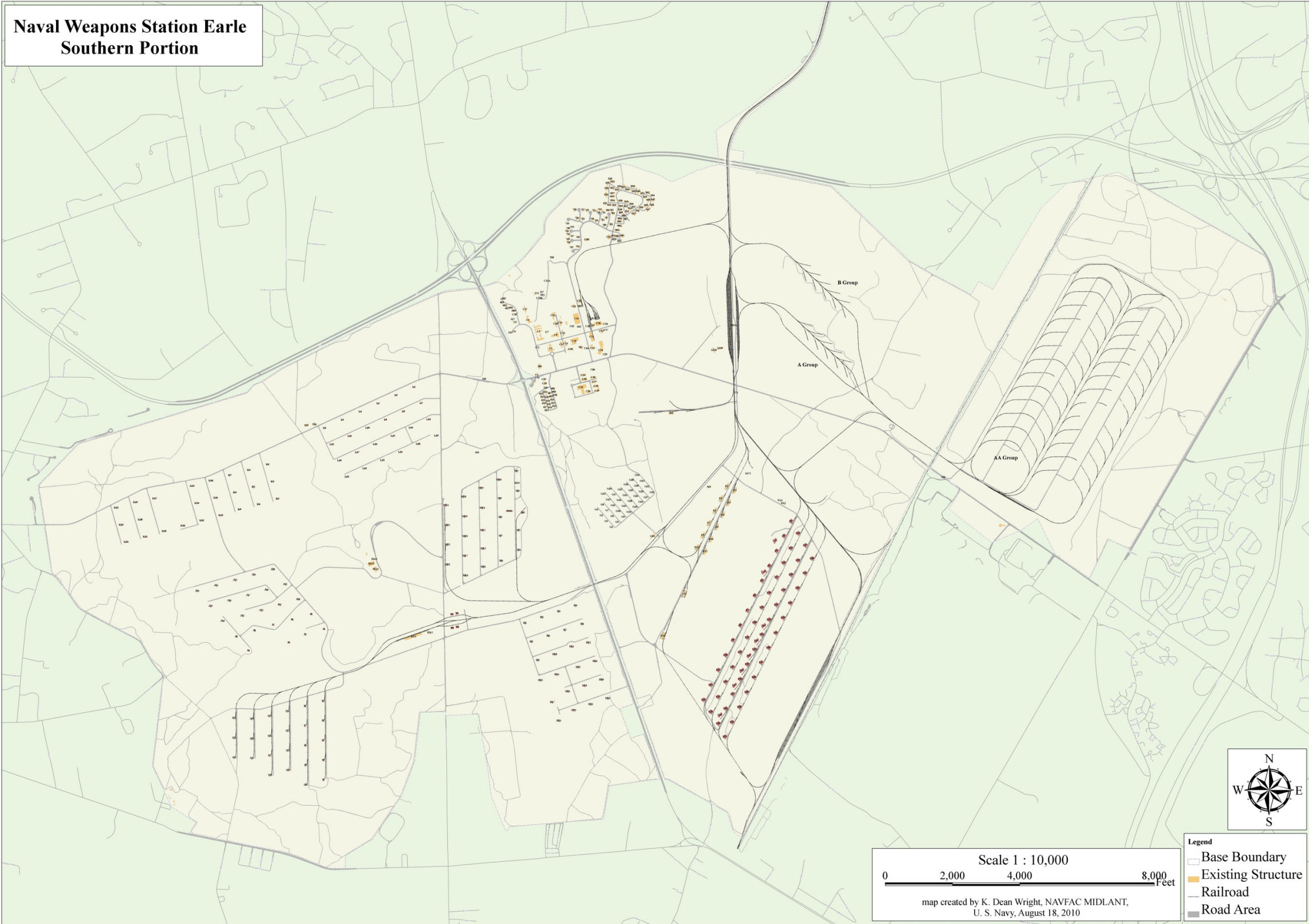
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Figure 3. NWS Earle central portion map, 2010 (NAVFAC MIDLANT).



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Figure 4. NWS Earle southern portion map, 2010 (NAVFAC MIDLANT).



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2 Existing Architectural Survey Reports

This chapter is a synthesis of the two previous architectural survey reports from 1999 and 2007 (Louis Berger & Associates 1999; A.D. Marble & Co. 2007). The information below has been excerpted verbatim from the reports; however, buildings that have since been demolished are noted by text within brackets.

Berger Report 1999

Architectural Resources Survey, Naval Weapons Station Earle, Monmouth County, New Jersey (Louis Berger 1999).

Significance

The overall framework for interpreting and evaluating the built environment of NWS Earle is that of permanent military construction during World War II (R. Christopher Goodwin & Assoc. 1997). NWS Earle was one of nine ammunition depots built by the Navy between 1941 and 1944 to augment nine depots previously established. Among these munition [sic] depots, NWS Earle was one of four, and the only one on the East Coast, at which rapid transshipment of ordnance from manufacturer and/or storage to the war fronts was the overriding wartime mission. Most specifically and importantly, through NWS Earle flowed the greater part of the munition [sic] used by both the Navy and the Army in the European theater following the Normandy Landing in June 1944. It is this mission that gives NWS Earle its particular identity and historical values.

Criterion A: Association with Significant Events

With respect to the first theme, resources most directly associated with NWS Earle's contributions to the U.S. war effort, and thus the clearest representatives of the facility's historical values, are those linked to the station's principal wartime mission as a transshipment facility. Such resources constitute elements in an integrated transportation system designed to transfer materiel arriving via land-based truck and rail service to ships as expeditiously as possible. These resources collectively depict the key aspects of NWS Earle's most significant contribution to the U.S. war effort. This study has identified the following resources as directly

associated with that mission and possessing the requisite integrity to meet National Register Criterion A:

Receiving and Dispatching Yard: The Receiving and Dispatching Yard was the point of entry for all materiel arriving at NWS Earle by rail. Contributing elements are the rail sidings, including SS-I, the suspect siding, and a scale house (Building FA-1). The former railroad inspection facility (S-412) does not contribute to this resource's significance. Although the pit for S-412 remains, the above-ground structure used to inspect the upper surfaces of locomotives and cars is no longer extant.

Army Intransit Area: The Intransit Area, consisting of 52 barricaded railroad sidings, was funded by the U.S. Army for very short-term parking of materiel brought in from Army depots and suppliers. The Intransit Area is most closely associated with the function of NWS Earle as a "pass-through" for Army ammunition. Contributing elements are barricades AA1-AA52 and the looped rail network connecting them.

HA-1, Transfer Depot: Building HA-1 played a key role in the operation of NWS Earle as a transshipment facility, constituting the focal point for movement of materiel between rail cars and trucks. This function remains clearly evident in the placement of the building between a rail line 7 on one side and a large concrete apron for trucks on the other. Contributing elements are Building HA-1 itself, the track along the west side, and the barricades that shield it on the other three sides.

Classification Yard: The Classification Yard was the principal area for organization and distribution of materiel by carload, prior to conveyance by rail to the waterfront and piers. The yard, consisting of parallel lines of track, contains no contributing buildings. Present Building S-13, the control tower, was completed in 1995, replacing the original 1944 control tower. Due to its very recent date [1995], Building S-13 must be considered a noncontributing element.

A, B, and P Group Barricaded Sidings: The Navy sidings, designated A, B, and P Groups, performed a function similar to that of the sidings in the Army Intransit Area. On the main station, Groups A and B provided short-term storage for loaded rail cars near the classification yard. Ordnance that was ready for immediate shipment could be held in Group P, located in the Chapel Hill area near the waterfront. The barricades of Groups A

and B are approximately the same size as the Army barricades, but are enclosed at the far end. The P Group barricades are somewhat longer. Contributing resources in these groups are A-1 through A-10, B-1 through B-10, and P-1 through P-10.

Piers 1, 2, and 3, connecting trestle, and associated buildings: Extending two miles into Sandy Hook Bay, the trestle, forking to terminate in three piers, is among NWS Earle's most distinctive operational features. The piers constituted the point of embarkation for most of the Navy and Army ordnance destined for Europe from just after the Normandy landing through V-E Day. The resource composed of Piers 1, 2, and 3 plus the connecting trestle is a contributing feature, as are the following buildings situated on the piers: Buildings 4A, 5A, 6A, 3N, 4N, S-62, and S-63 [Buildings 4A, 5A, 6A, 3N, 4N, and S-62 are no longer extant]. Noncontributing resources, by reason of age, are Pier 4 and its buildings, and Buildings R-17, S-454, 3A, S-455, and 531, all of which were constructed after World War II.

NWS Earle's transshipment mission was closely supported by longer-term storage, maintenance/repair, and, to a more limited extent, assembly/overhaul facilities. The station's wartime assembly and overhaul facilities, specifically the Mark 8 depth charge and Mine Assembly, are discussed under Criterion C below. The following resources, or groups of resources, also meet National Register Criterion A, as they most clearly represent the close support of the station's principal wartime mission, and also retain integrity of design, workmanship, and materials, and therefore of association.

Buildings C-19, C-16, and R-9: Serving important functions in direct support of the station's transportation system are the rail-related facilities on the main station and in the Waterfront Area. These are the mainside locomotive shed (C-19), the waterfront locomotive shed (R-9), and the machine and carpenter shop, mainside (C-16) [which is no longer extant]. The men and women working in these facilities maintained the station's fleet of locomotives and railroad cars so that great quantities of ammunition and other ordnance supplies could be transported quickly through NWS Earle.

Buildings C-19 and C-16, both completed in 1943, were among the first structures to be erected at the depot. Both exhibit the tripartite, flat-roofed

form, in contrast to the simple gable-roofed form of the majority of the station's other wartime buildings, which suggests the more industrial nature of the work taking place there. Building C-16 [which is no longer extant] retains its original vertical folding, wood panel doors in the tall locomotive bays at each end of the building and in the wide garage bay in the west wall. Although Building C-19 has new metal roll doors, both buildings appear relatively unaltered and demonstrate integrities of location, setting, design, materials, feeling, and association. Building C-19 is now used as a forklift repair/battery shop. Building R-9, the waterfront locomotive shed, was built in two phases in 1944 and, with its parallel gable roof and individual windows, differs from the mainside locomotive shed (C-19). Building R-9 is less intact than its main station counterpart, but demonstrates overall the necessary integrities of location, design, and materials.

Other buildings supporting the transshipment mission include the two former battery truck charging and garage buildings, GB-2 mainside [which is no longer extant] and R-2 in the Waterfront Area. Due to alterations since 1950, neither of these buildings is able to adequately represent its wartime association with the station's primary mission.

Storehouses E-1 through E-12: These storehouses, arranged in two parallel rows of six served by rail sidings, represent the "general-purpose" enclosures built at NWS Earle for a variety of inert materiel and other items requiring no specialized storage environment. Such storehouses constituted integral elements of the storage functions necessary for support of the transshipment mission. Unlike the storehouses of similar but not identical design in D Group, Storehouses E-1 through E-12 collectively display a generally high degree of integrity with respect to design, workmanship, and materials. Storehouses E-13 and E-14, however, were extensively remodeled in the 1950s, and as a result, their original World War II-era character is less clearly appreciable.

Criterion C: Possessing Significant Characteristics of a Type, Period, or Method of Construction; or That Represent the Work of a Master

With very few exceptions, buildings erected by the Navy during the establishment of NWS Earle do not exhibit characteristics that distinguish them as significant examples of naval architecture or engineering, nor do

they represent notable design efforts on the part of significant architects or engineers. As a whole, the built environment of NWS Earle does not demonstrate qualities of significance in terms of overall design or construction that would support National Register eligibility as a basewide historic district.

Because NWS Earle was intended as a permanent installation to remain in service after the war, its buildings and structures were erected from durable materials such as brick and concrete, and very little so-called “temporary” construction occurred. A great deal of standardization was employed as well. NWS Earle’s magazines are the most obvious example of large-scale standardization, their basic design features, including layout and spacing, having been well established as far back as 1928 in response to the devastation wrought by the Lake Denmark explosion. By the close of the war, thousands of such magazines had been constructed at Army and Navy facilities across the US, including, for example, over 1,000 for high explosives at the Navy's Crane Ammunition Depot in Indiana alone. The very ubiquity of these magazines is testimony to their recognized importance as a specialized building type.

As representatives of the igloo magazine and the spatial requirements attending its deployment, Magazine Groups I and J possess integrity, and thus meet Criterion C as excellent examples of their type. Group I is representative of magazines served by rail, and Group J is representative of magazines served by truck. The overall plan of Group I, in which the magazines are evenly spaced along parallel sidings, is typical of the manner in which magazines were arranged at many ordnance depots. The plan of Group J, in contrast, is noticeably irregular, a function of conflicts between imperative spacing requirements and the topography in this particular locale.

Other groups of explosives storage structures at NWS Earle either have diminished integrity due to mid- to late twentieth-century modifications, removals or new construction (F and M Groups), or replicate the igloo design utilized in J Group without further distinguishing characteristics. Another aspect of standardization concerns architectural treatment of buildings at NWS Earle: a traditional vernacular theme with minimal decorative detailing. This so-called minimal traditional style recalls the classically inspired architecture prevalent on many naval shore stations, erected prior to and during the war, in frontal symmetry and the treatment

of gable ends to resemble pediments or classical porticoes. This style, with its low-pitched gable roof, cropped eaves, and plain construction, was simple to build and easily rendered among a collection of buildings serving different, often diverse, purposes like those on a naval base. The administrative, residential, and industrial nucleus, the C Group, of NWS Earle's main station contains the greatest concentration of buildings and structures exhibiting this architectural treatment.

In the C Group, the original World War II station design is evident in the overall plan of roads and principal buildings. Few principal buildings but many small support structures have been removed since the war, and although several new buildings large and small have been added, the built environment here remains essentially as it was originally constructed. This administrative core shows clear evidence of being the product of a single design concept—the adaptation of a standard layout for naval ammunition depots—whose individual components were constructed according to a single architectural theme over the course of a few months. However, although largely unaltered, the C Group lacks the requisite architectural and historical significance to meet Criterion C. The buildings that comprise this complex represent the basic characteristics of World War II military architecture: the widespread use of highly simplified designs employing standardized components and materials, which could be erected or assembled (if prefabricated components were used) with relative speed and assembly-line efficiency. The buildings in this complex may differ in specifics from their counterparts elsewhere in the Navy's shore establishment, but are not otherwise distinctive. They are generally typical of the customary "infrastructure" of a naval base. These administrative, residential, and industrial building types may be found on a majority of naval stations, largely irrespective of the stations' various missions.

Similarly, the administrative, residential, and industrial complex in the Waterfront Area, the R Group, also bears the imprint of the original wartime design plan, mainly in the network of roads and rail lines. The historical built environment of the waterfront complex is less intact than that of the mainside administration complex. A number of buildings have been removed altogether and replaced with larger modern structures within the last twenty years, or have been heavily altered. The station's original architectural theme is evident in buildings R-1 through R-5 [R-5 is no longer extant], R-11, and R-12, for example, but only in the retention of

their basic footprints, exterior wall surface, and rooflines. Only the more diminutive buildings, such as R-14 and Building 1 [no longer extant], appear to remain unaltered. The buildings of this group do not demonstrate sufficient individual or collective integrity to meet Criterion C.

The variety of other wartime buildings remaining on the station constitute unexceptional examples of storage, support, and utility structures erected in both military and civilian settings during the middle decades of this century. As such, they do not possess importance sufficient to meet Criterion C.

Although neither functionally nor historically associated with NWS Earle or its mission, the Dymaxion Deployment Unit, six examples of which exist on Navy property, is of significance as one of the more unusual and creative efforts made during World War II in the area of mass production of housing. The DDU was designed by R. Buckminster Fuller, who since the late 1920s had been experimenting with housing constructed of lightweight, factory-produced elements. For the DDU, Fuller combined aspects of his “Dymaxion Dwelling Machine” with those of the corrugated metal grain bins then being produced by the Butler Company. The first models of the DDU were exhibited in Washington, D.C., and the Museum of Modern Art in 1941. Aiming at the “defense housing market,” Butler boasted that it could produce 1,200 DDUs per day, pricing them, fully furnished, at \$1,200 each. Only a few hundred DDUs were manufactured, however, before wartime restrictions on strategic materials (steel, in this case) ended production (Albrecht 1995:21-24; Walker 1981:242-243). None of the seven DDUs at NWS Earle (Navy numbers 5N (T8019C), 6E (T8007), 8K (assigned to two buildings; no Army number available), 11G (T8017), S-472, and LBA-6) are original to this station; all appear to have been relocated to NWS Earle at various times by the Army, which currently retains formal “ownership” of all but S-472 and LBA-6. This lack of integrity with respect to location does not diminish the structures’ importance as examples of a particular type, since they were designed for portability and retain their distinctive characteristics of design and use of materials.

Findings

This study concluded that NWS Earle does not demonstrate qualities of significance with respect to design or construction that would support

National Register eligibility as a historic district. However, this study identified the following resources as meeting National Register Criterion A due to their important association with the principal mission of NWS Earle (transshipment depot) during World War II:

- Receiving and Dispatching Yard, including SS-1 and FA-1
- Army Intransit Area (AA-1 through AA-52)
- Transfer Depot HA-1
- Classification Yard
- A Group Barricaded Sidings (A-1 through A-10)
- B Group Barricaded Sidings (B-1 through B-10)
- P Group Barricaded Sidings (p-1 through P-10)
- Pier and Associated Buildings (Piers 1, 2, and 3; trestle; 4-A, 5-A, 6-A, 3-N, 4-N, S-62, and S-63)
- Locomotive Shops C-19 and R-9
- Machine Shop C-16
- Storehouses E-1 through E-12

This study also identified the following resources as meeting National Register Criterion C as representative examples of two notable wartime building types:

- I Group Magazines (served by rail; I-1 through I-24)
- J Group Magazines (served by truck; J-1 through 5-24)
- Dymaxion Deployment Units (5N, 6E, 8K [two Dymaxion units counted as one], 11G, S-472, and LBA-6)

Marble Report 2007

Cultural Resources Survey Report, Naval Weapons Station Earle (A.D. Marble & Co. 2007).

Significance

The significance statements remained the same from the Louis Berger report (1999) into the A.D. Marble report (2007), except for these resources:

The following resources also meet National Register Criterion A for their clear representation and close support of the facility's expanded mission,

and because they retain sufficient integrity from their periods of significance to convey their historic associations.

Building C-50 was constructed in 1952 to handle maintenance of railroad equipment in support of the expanded facility mission. Prior to the construction of C-50, locomotive repair was performed in Building R-9, located in the Waterfront Area. The construction of Building C-50, which was substantially larger than Building R-9, resulted in a consolidation of locomotive repair in the Mainside Area. Building C-50 has not undergone any substantial alterations that detract from its ability to convey its historic associations. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association.

Building MA-3 was constructed in 1952 as a component of the Mobile Mine Assembly Complex on Throckmorton Hill. The Navy relocated NWS Earle's mine assembly complex from Midway Road (on which Building 544, erected ca. 1970, now stands) to Throckmorton Hill in the early 1950s as a result of the expanded facility mission. Building MA-3 was one of two mine/depth charge reworking facilities constructed as part of the Mobile Mine Assembly Complex. The other building MA-1, is no longer extant. Building MA-3 retains integrity of location, design, and association.

Findings

The architectural investigations conducted for this 2007 study focused on verifying the National Register eligibility of previously identified, individual features within the facility and evaluating the National Register eligibility of additional, previously unevaluated resources constructed through 1958.

A.D. Marble & Company confirmed through field investigations that nine of the 14 previously identified architectural resources that were recommended eligible for listing in the National Register are extant and appear to retain integrity. A.D. Marble & Company concurs with the evaluations of significance for these nine resources; therefore, they are recommended eligible for listing in the National Register. Of the five resources determined not eligible, one of these resources (C-16) was demolished since the previous survey. The remaining four resources lack integrity from their periods of significance and are therefore recommended not eligible for listing in the National Register as a result of the current study.

Two architectural resources (GB-1, E-13/E-14) were previously recommended not eligible for listing in the National Register due to lack of integrity from the World War II era; however, they were re-evaluated during the current study for significance and integrity within the context of early 1950s munitions assembly, overhaul, and repair, and are recommended eligible within this context.

Two newly evaluated resources constructed between 1947 and 1958 (C-50 and MA-3) are recommended eligible for listing in the National Register. These resources were not yet 50 years of age at the time of the previous survey (1996), and they were recommended not eligible for listing in the National Register under Criteria Consideration G (demonstrating exceptional significance achieved within the past 50 years); however, the resources have reached 50 years of age since 1996, they demonstrate significance under one or more of the National Register Criteria, and they retain integrity from their periods of significance.

Following is a list of the significant cultural resources at NWS Earle, including one National Register-listed archaeological site and 13 architectural resources that are currently recommended eligible for listing in the National Register:

Archaeological site – National Register-listed:

- Alexander Hamilton wreck (Hudson River Day Line Steamship, off of Pier 1)

Previously evaluated architectural resources (constructed between 1943 and 1946) that are recommended eligible as a result of this study:

- Classification Yard
- A-1 to A-10 (Barricaded Railroad Sidings)
- B-1 to B-10 (Barricaded Railroad Sidings)
- C-19 and R-9 (Locomotive Shops)
- E-1 to E-12 (E Group Storehouses)
- HA-1 (Transfer Depot)
- I-1 to I-24 (Magazines)
- J-1 to J-24 (Magazines)
- 5N, 6E, 8K(1), 8K(2), 11G, S-472, and DDU adjacent to Building GB-1 (Dymaxion Deployment Units)

- GB-1 (Naval PHST Inert Storage)
- E-13 and E-14 (Ammunition Reworking Facilities)

Newly evaluated architectural resources (constructed between 1947 and 1958) that are recommended eligible as a result of this study:

- C-50 (Locomotive Repair Shop)
- MA-3 (Mine/Depth Charge Reworking Facility)

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3 Survey Results

The identification of historically significant properties can be achieved only through evaluation of their position within the larger historic context. According to the NRHP, historic contexts are defined as “...the patterns, themes, or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within prehistory or history is made clear” (NPS 1991). A historic property is determined significant or not significant based on the application of standardized National Register Criteria within the property’s historic context.

Criteria for Evaluation

The NRHP Criteria for Evaluation describe how properties and districts are significant for their association with important events or persons (Criterion A and Criterion B), for their importance in design or construction (Criterion C), or for their information potential (Criterion D). The following is a brief description of each of the four NRHP Criteria for Evaluation (excerpted from NPS 1991):

A. Event—associated with events that have made a significant contribution to the broad patterns of our history; or

B. Person—associated with the lives of persons significant in our past; or

C. Design/Construction—embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; or

D. Information Potential—yielded, or is likely to yield, information important in prehistory or history.

Aspects of Integrity

In addition to possessing historical significance, properties must also retain sufficient physical integrity of the features that convey its significance in order to be eligible to the NRHP (NPS 1991).

Historic properties either retain integrity (that is, convey their significance) or they do not. Within the concept of integrity, the National Register criteria recognize seven aspects or qualities that, in various combinations, define integrity.

To retain historic integrity, a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant.

Districts and individual resources are considered to be significant if they possess a majority of the following Seven Aspects of Integrity (NPS 1991):

Location

Location is the place where the historic property was constructed or the place where the historic event occurred.

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

Setting

Setting is the physical environment of a historic property. Setting refers to the character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space.

Materials

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

Workmanship

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

Feeling

Feeling is a property's expression of the aesthetic or historic sense of a particular time period.

Association

Association is the direct link between an important historic event or person and a historic property.

Determinations of eligibility for subject buildings at NWS Earle

The findings of this report will be discussed under the two components of NRHP eligibility: significance and integrity.

Typically, the first item that must be determined in a historic evaluation report is whether the item of interest is significant or not. Not everything constructed is actually significant.

Both the Louis Berger report (1999) and the A.D. Marble report (2007) state that NWS Earle is significant under Criterion A–Event, and under Criterion C–Architecture. The Berger 1999 report does not give a span of years for the period of significance; however, the Marble 2007 report states it as 1943 to 1953.

Utilizing the definition of event from the *National Register Bulletin #15* (NPS 1991), the mission of a Navy installation is not an event. The event(s) would be how that Navy installation responded to world events. Generally, these world events are wars, police actions, and other military actions. For NWS Earle, the associated events are World War II, Korean War, Vietnam War, and the Cold War.

ERDC-CERL researchers determined the period of significance should be only from 1943 to 1945, which covers the period for NWS Earle's construction and its pivotal role in World War II and the invasion of Normandy during that war. While the mission and use of the facility continued during the Korean War (and into the Cold War, Vietnam War, and present conflicts), very little infrastructure was built for and during the Korean War; thus, the lack of significant and distinguishable resources from that period does not warrant inclusion of the Korean War in the period of significance.

World War II era (1943 to 1945)

There were 422 buildings, structures, and landscapes from the World War II era that were examined by researchers (Table 1).

For Criterion A—Event: World War II mobilization was a nationwide effort that was a significant factor in the outcome of the war (Wasch 1992); as such, we agree with the Berger 1999 statement of significance for Criterion A:

NWS Earle was one of four, and the only one on the East Coast, at which rapid transshipment of ordnance from manufacturer and/or storage to the war fronts was the overriding wartime mission. Most specifically and importantly, through NWS Earle flowed the greater part of the munition [sic] used by both the Navy and the Army in the European theater following the Normandy Landing in June 1944. It is this mission that gives NWS Earle its particular identity and historical values.

For Criterion B—Person: None of the buildings and structures could be linked to a particular person important in our past.

For Criterion C—Design/Construction: We agree with the Berger 1999 report's statement of significance for Criterion C:

With very few exceptions, buildings erected by the Navy during the establishment of NWS Earle do not exhibit characteristics that distinguish them as significant examples of naval architecture or engineering, nor do they represent notable design efforts on the part of significant architects or engineers.

However, we disagree with another, related statement from Berger 1999:

As a whole, the built environment of NWS Earle does not demonstrate qualities of significance in terms of overall design or construction that would support National Register eligibility as a basewide historic district.

The characteristics of the ammunition storage facilities at NWS Earle are unique in their design, construction method, permanence, and building materials (Whelan et al. 1997); however, none of them were deemed architecturally significant by themselves. The plans for the ammunition storage facilities are all standardized plans utilized by both the former Navy Department and the old War Department; as such, they are not architecturally significant, nor do they possess high artistic values.

Proposed historic district

However, as a historic district, the ammunition storage facilities are eligible under Criterion C as a “significant and distinguishable entity whose components lack individual distinction” (NPS 1991). These ammunition storage facilities are a standardized example of utilitarian structures and are not architecturally notable. This resource is not a rare or exemplary model; however, the ammunition storage facilities are an important building type. They were developed in response to a need for safely storing ammunition and other munitions after the Lake Denmark, New Jersey, explosion.

Therefore, ERDC-CERL researchers determined that a portion of NWS Earle is eligible as a historic district that directly exemplifies the transshipment process. See Appendix G (Table 4) for the final listing of buildings comprising the historic district.

Table 1. List of buildings from WWII (1943 to 1945) in order of construction.

FACILITY BUILT DATE	BLDG NO	PROPERTY NO	FACILITY NAME
1-Jul-43	C-2	201311	ADMINISTRATION BLDG
1-Jul-43	C-4	201791	WINDJAMMER CLUB
1-Jul-43	C-6	201316	PUBLIC QUARTERS XO (#)
1-Jul-43	C-7	201317	COMM. EQUIP STORAGE BUILDING
1-Jul-43	C-8	201790	NIS/NAVY LEGAL OFFICE
1-Jul-43	C-9	200009	PWC/ ADMIN/THEATER
1-Jul-43	C-10	201318	MWR TEMP LODGING (17 ROOMS)

FACILITY BUILT DATE	BLDG NO	PROPERTY NO	FACILITY NAME
1-Jul-43	C-11	200011	BEQ (E1/E4)
1-Jul-43	C-12	200012	BEQ
1-Jul-43	C-13	200013	BEQ
1-Jul-43	C-15	201320	PUBLIC WORKS MAINTAINENCE SH
1-Jul-43	C-18	201322	PWC STORAGE FACILITY
1-Jul-43	C-19	210019	CONST EQUIPMENT MAINT SHOP
1-Jul-43	C-21	200021	GENERAL WAREHOUSE
1-Jul-43	C-22	200022	FIRE STATION
1-Jul-43	C-23	200023	ENVIRONMENTAL OFFICE
1-Jul-43	T-1	201138	TRESTLE-1 (ABANDONED)
1-Jul-44	3N	201809	WATERFRONT OPS BUILDING
1-Jul-44	4N	201807	CHANGE/RELIEF/LAUNDROMAT VAC
1-Jul-44	527	201930	RANGE LIGHT/PIER1
1-Jul-44	528	201929	RANGE LIGHT/TRESTLE2
1-Jul-44	A-1	201051	BARRICADED SIDING /RR
1-Jul-44	A-2	201052	BARRICADED SIDING /RR
1-Jul-44	A-3	201053	BARRICADED SIDING /RR
1-Jul-44	A-4	201054	BARRICADED SIDING /RR
1-Jul-44	A-5	201055	BARRICADED SIDING /RR
1-Jul-44	A-6	201056	BARRICADED SIDING /RR
1-Jul-44	A-7	201057	BARRICADED SIDING /RR
1-Jul-44	A-8	201058	BARRICADED SIDING /RR
1-Jul-44	A-9	201059	BARRICADED SIDING /RR
1-Jul-44	A-10	201060	BARRICADED SIDING /RR
1-Jul-44	AA-1	201061	BARRICADED SIDING /RR
1-Jul-44	AA-2	201062	BARRICADED SIDING /RR
1-Jul-44	AA-3	201063	BARRICADED SIDING /RR
1-Jul-44	AA-4	201064	BARRICADED SIDING /RR
1-Jul-44	AA-5	201065	BARRICADED SIDING /RR
1-Jul-44	AA-6	201066	BARRICADED SIDING /RR
1-Jul-44	AA-7	201067	BARRICADED SIDING /RR
1-Jul-44	AA-8	201068	BARRICADED SIDING /RR
1-Jul-44	AA-9	201069	BARRICADED SIDING /RR
1-Jul-44	AA-10	201070	BARRICADED SIDING /RR
1-Jul-44	AA-11	201071	BARRICADED SIDING /RR
1-Jul-44	AA-12	201072	BARRICADED SIDING /RR
1-Jul-44	AA-13	201073	BARRICADED SIDING /RR
1-Jul-44	AA-14	201074	BARRICADED SIDING /RR
1-Jul-44	AA-15	201075	BARRICADED SIDING /RR
1-Jul-44	AA-16	201076	BARRICADED SIDING /RR
1-Jul-44	AA-17	201077	BARRICADED SIDING /RR
1-Jul-44	AA-18	201078	BARRICADED SIDING /RR
1-Jul-44	AA-19	201079	BARRICADED SIDING /RR
1-Jul-44	AA-20	201080	BARRICADED SIDING /RR
1-Jul-44	AA-21	201081	BARRICADED SIDING /RR

FACILITY BUILT DATE	BLDG NO	PROPERTY NO	FACILITY NAME
1-Jul-44	AA-22	201082	BARRICADED SIDING /RR
1-Jul-44	AA-23	201083	BARRICADED SIDING /RR
1-Jul-44	AA-24	201084	BARRICADED SIDING /RR
1-Jul-44	AA-25	201085	BARRICADED SIDING /RR
1-Jul-44	AA-26	201086	BARRICADED SIDING /RR
1-Jul-44	AA-27	201087	BARRICADED SIDING /RR
1-Jul-44	AA-28	201088	BARRICADED SIDING /RR
1-Jul-44	AA-29	201089	BARRICADED SIDING /RR
1-Jul-44	AA-30	201090	BARRICADED SIDING /RR
1-Jul-44	AA-31	201091	BARR. SIDING RR (ABANDONED)
1-Jul-44	AA-32	201092	BARR. SIDING RR (ABANDONED)
1-Jul-44	AA-33	201093	BARRICADED SIDING /RR
1-Jul-44	AA-34	201094	BARRICADED SIDING /RR
1-Jul-44	AA-35	201095	BARRICADED SIDING /RR
1-Jul-44	AA-36	201096	BARRICADED SIDING /RR
1-Jul-44	AA-37	201097	BARRICADED SIDING /RR
1-Jul-44	AA-38	201098	BARRICADED SIDING /RR
1-Jul-44	AA-39	201099	BARRICADED SIDING /RR
1-Jul-44	AA-40	201100	BARRICADED SIDING /RR
1-Jul-44	AA-41	201101	BARRICADED SIDING /RR
1-Jul-44	AA-42	201102	BARRICADED SIDING /RR
1-Jul-44	AA-43	201103	BARRICADED SIDING /RR
1-Jul-44	AA-44	201104	BARRICADED SIDING /RR
1-Jul-44	AA-45	201105	BARR. SIDING RR (ABANDONED)
1-Jul-44	AA-46	201106	BARR. SIDING RR (ABANDONED)
1-Jul-44	AA-47	201107	BARRICADED SIDING /RR
1-Jul-44	AA-48	201108	BARRICADED SIDING /RR
1-Jul-44	AA-49	201109	BARRICADED SIDING /RR
1-Jul-44	AA-50	201110	BARRICADED SIDING /RR
1-Jul-44	AA-51	201111	BARRICADED SIDING /RR
1-Jul-44	AA-52	201112	BARRICADED SIDING /RR
1-Jul-44	B-1	201113	BARRICADED SIDING /RR
1-Jul-44	B-2	201114	BARRICADED SIDING /RR
1-Jul-44	B-3	201115	BARRICADED SIDING /RR
1-Jul-44	B-4	201116	BARRICADED SIDING /RR
1-Jul-44	B-5	201117	BARRICADED SIDING /RR
1-Jul-44	B-6	201118	BARRICADED SIDING /RR
1-Jul-44	B-7	201119	BARRICADED SIDING /RR
1-Jul-44	B-8	201120	BARRICADED SIDING /RR
1-Jul-44	B-9	201121	BARRICADED SIDING /RR
1-Jul-44	B-10	201122	BARRICADED SIDING /RR
1-Jul-44	C-1	200001	MAINSIDE PASS & ID BUILDING
1-Jul-44	C-3	201312	PRIMARY CARE CLINIC
1-Jul-44	C-5	201315	PUBLIC QUARTERS CO (#)
1-Jul-44	C-27	201324	MWR - TEMPORARY LODGING

FACILITY BUILT DATE	BLDG NO	PROPERTY NO	FACILITY NAME
1-Jul-44	C-28	201329	PUBLIC QUARTERS C (#)
1-Jul-44	C-29	200029	RECREATION BLDG
1-Jul-44	C-32B	202004	SEWAGE PUMPING STATION
1-Jul-44	C-33	200033	FISC/MSNAP/ORDNANCE FACILITY
1-Jul-44	C-34	201796	SECURITY FORCE FACILITY
1-Jul-44	C-36	201337	MSNAP STORAGE/SECURITY
1-Jul-44	C-37	201334	MSNAP STORAGE
1-Jul-44	C-38	201338	MARINES/SECURITY
1-Jul-44	C-39	202245	MSNAP TRAINING FACILITY
1-Jul-44	C-46	200046	MSNAP ADMIN
1-Jul-44	D-2	201514	AMMO REWORK OVERHAUL SHOP
1-Jul-44	DA-6	201663	WATER PUMPING STA POTABLE
1-Jul-44	E-1	201522	INERT STOREHOUSE-BULK
1-Jul-44	E-2	201523	INERT STOREHOUSE-BULK
1-Jul-44	E-3	201518	INERT STOREHOUSE-BULK
1-Jul-44	E-4	201519	INERT STOREHOUSE-BULK
1-Jul-44	E-5	201520	INERT STOREHOUSE-BULK
1-Jul-44	E-6	201521	INERT STOREHOUSE-BULK
1-Jul-44	E-7	201524	INERT STOREHOUSE-BULK
1-Jul-44	E-8	201525	INERT STOREHOUSE-BULK
1-Jul-44	E-9	201526	INERT STOREHOUSE-BULK
1-Jul-44	E-10	201788	INERT STOREHOUSE-BULK
1-Jul-44	E-11	201528	INERT STOREHOUSE-BULK
1-Jul-44	E-12	201529	MSNAP - OPS. STOREHOUSE
1-Jul-44	E-13	201820	AMMO REWORK-OVERHAUL SHOP
1-Jul-44	E-14	200071	AMMO REWORK-OVERHAUL SHOP
1-Jul-44	F-1	201531	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-2	201532	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-3	201533	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-4	201534	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-5	201535	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-6	201536	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-7	201537	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-8	201538	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-9	201539	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-10	201540	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-11	201541	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-12	201542	SMOKELESS PDR PROJECTL MAG.
1-Jul-44	F-13	201543	SMALL ARMS-MAGAZINE
1-Jul-44	F-14	201544	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-15	201545	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-16	201546	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-17	201547	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-18	201548	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-19	201549	SMOKELESS POWDER MAGAZINE

FACILITY BUILT DATE	BLDG NO	PROPERTY NO	FACILITY NAME
1-Jul-44	F-20	201550	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-21	201551	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-22	201552	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-23	201553	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-24	201554	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-25	201555	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-26	201556	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-27	201557	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-28	201558	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-29	201559	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-30	201560	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-31	201561	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-32	201562	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-33	201563	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-34	201564	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-35	201565	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-36	201566	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-37	201567	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-38	201568	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-39	201569	SMALL ARMS-MAGAZINE
1-Jul-44	F-40	201570	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-41	201571	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-42	201572	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-43	201573	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-44	201574	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-45	201575	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-46	201576	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-47	201577	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-48	201578	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-49	201579	SMOKELESS POWDER MAGAZINE
1-Jul-44	F-50	201580	FIXED AMMUNITION MAGAZINE
1-Jul-44	F-51	201581	SMALL ARMS PYROTECHNICS MAG
1-Jul-44	F-52	201582	FIXED AMMUNITION MAGAZINE
1-Jul-44	G-1	201583	FUSE-DETONATOR MAG-BULK
1-Jul-44	G-2	201584	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-3	201585	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-4	201586	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-5	201587	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-6	201588	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-7	201589	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-8	201590	FUSE-DETONATOR MAG-BULK(VAC)
1-Jul-44	G-9	201591	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-10	201687	FUSE-DET MAG-BLK (VACANT)
1-Jul-44	G-11	201592	FUSE-DET MAG-BLK (VACANT)
1-Jul-44	G-12	201593	FUSE-DETONATOR MAG-BLK (VAC)

FACILITY BUILT DATE	BLDG NO	PROPERTY NO	FACILITY NAME
1-Jul-44	G-13	201594	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-14	201595	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-15	201596	FUSE-DETONATR MAG-BLK VACANT
1-Jul-44	G-16	201597	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-17	201598	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-18	201599	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-19	201600	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-20	201601	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-21	201602	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-22	201603	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-23	201604	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-24	201605	FUSE-DETONATOR MAG-BULK
1-Jul-44	G-25	201606	FUST-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-26	201685	FUSE-DETONATOR MAG-BLK (VAC)
1-Jul-44	G-27	201610	OTHER/AMMUNITION STRG (VAC)
1-Jul-44	G-28	201611	OTHER/AMMUNITION STRGE (VAC)
1-Jul-44	G-29	201612	OTHER/AMMUNITION STRGE (VAC)
1-Jul-44	G-30	201613	OTHER/AMMUNITION STRGE (VAC)
1-Jul-44	G-31	201614	OTHER/AMMUNITION STRGE (VAC)
1-Jul-44	G-32	201615	OTHER/AMMUNITION STRGE (VAC)
1-Jul-44	G-33	201616	OTHER/AMMUNITION STRGE (VAC)
1-Jul-44	G-34	201609	OTHER/AMMUNITION STRGE (VAC)
1-Jul-44	GB-1	201040	INERT STOREHOUSE
1-Jul-44	H-1	201617	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	H-2	201618	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	H-3	201619	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	H-4	201620	SMALL ARMS PYROTECHNICS MAG
1-Jul-44	H-5	201621	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	H-6	201622	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	H-7	201623	FUSE-DETONATOR MAG-BULK
1-Jul-44	H-8	201624	FUSE-DETONATOR MAG-BULK
1-Jul-44	H-9	201625	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	H-10	201626	OTHER/ AMMUNITION STORAGE
1-Jul-44	H-11	201627	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	H-12	201628	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	H-13	201629	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	H-14	201639	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	H-15	201630	SMOKELESS POWDER MAGAZINE
1-Jul-44	H-16	201631	SMOKELESS POWDER MAGAZINE
1-Jul-44	H-17	201632	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	H-18	201633	SMOKELESS POWDER MAGAZINE
1-Jul-44	H-19	201634	SMOKELESS POWDER MAGAZINE
1-Jul-44	H-20	201635	SMOKELESS POWDER MAGAZINE
1-Jul-44	H-21	201636	SMOKELESS POWDER MAGAZINE
1-Jul-44	H-22	201637	SMOKELESS POWDER MAGAZINE

FACILITY BUILT DATE	BLDG NO	PROPERTY NO	FACILITY NAME
1-Jul-44	H-23	201638	SMOKELESS POWDER MAGAZINE
1-Jul-44	H-24	201640	SMOKELESS POWDER MAGAZINE
1-Jul-44	HA-1	201641	TRANSFER DEPOT EXPLOSIVES
1-Jul-44	HB-1	201140	RAILROAD BRIDGE-TRESTLE
1-Jul-44	HB-2	201139	RAILROAD BRIDGE-TRESTLE
1-Jul-44	HB-3	201242	RAILROAD BRIDGE-TRESTLE
1-Jul-44	HB-6	201245	RAILROAD BRIDGE-TRESTLE
1-Jul-44	HB-7	201246	RAILROAD BRIDGE-TRESTLE
1-Jul-44	HB-8	201247	RR BRIDGE-TRESTLE /NY-LBRR
1-Jul-44	HB-9	201248	RR BRIDGE-TRESTLE
1-Jul-44	HB-10	201249	RR BRIDGE-TRESTLE /HWY 36/
1-Jul-44	I-1	200211	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-2	200212	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-3	200213	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-4	200214	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-5	200215	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-6	200216	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-7	200217	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-8	200218	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-9	200219	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-10	200220	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-11	200221	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-12	200222	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-13	200223	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-14	200224	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-15	200225	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-16	200226	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-17	200227	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-18	200228	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-19	200229	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-20	200230	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-21	200231	SMOKELESS POWDER MAGAZINE
1-Jul-44	I-22	200232	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-23	200233	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	I-24	200234	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-1	200235	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-2	200236	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-3	200237	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-4	200238	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-5	200239	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-6	200240	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-7	200241	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-8	200242	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-9	200243	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-10	200244	HIGH EXPLOSIVES MAG-BULK

FACILITY BUILT DATE	BLDG NO	PROPERTY NO	FACILITY NAME
1-Jul-44	J-11	200245	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-12	200246	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-13	200247	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-14	200248	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-15	200249	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-16	200250	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-17	200251	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-18	200252	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-19	200253	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-20	200254	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-21	200255	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-22	200256	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-23	200257	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	J-24	200258	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-1	200259	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-2	200260	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-3	200261	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-4	200262	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-5	200263	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-6	200264	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-7	200265	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-8	200266	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-9	200267	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-10	200268	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-11	200269	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-12	200270	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-13	200271	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-14	200272	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-15	200273	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-16	200274	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-17	200275	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-18	200276	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-19	200277	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-20	200278	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-21	200279	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-22	200280	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-23	200281	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	K-24	200282	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-1	200283	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-2	200284	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-3	200285	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-4	200286	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-5	200287	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-6	200288	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-7	200289	HIGH EXPLOSIVES MAG-BULK

FACILITY BUILT DATE	BLDG NO	PROPERTY NO	FACILITY NAME
1-Jul-44	L-8	200290	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-9	200291	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-10	200292	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-11	200293	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-12	200294	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-13	200295	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-14	200296	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-15	200297	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-16	200298	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-17	200299	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-18	200300	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-19	200301	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-20	200302	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-21	200303	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-22	200304	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-23	200305	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	L-24	200306	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-1	200307	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-2	200308	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-3	200309	HIGH EXPLOSIVE MAGAZINE
1-Jul-44	M-4	200310	HIGH EXPLOSIVE MAGAZINE
1-Jul-44	M-5	200311	HIGH EXPLOSIVE MAGAZINE
1-Jul-44	M-6	200312	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-7	200313	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-8	200314	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-9	200315	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-10	200316	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-11	200317	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-12	200318	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-13	200319	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-14	200320	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-15	200321	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-16	200322	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-17	200323	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-18	200324	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-19	200325	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-20	200326	HIGH EXPLOSIVES MAG-BULK
1-Jul-44	M-21	200327	HIGH EXPLOSIVE MAGAZINE
1-Jul-44	M-22	200328	HIGH EXPLOSIVE MAGAZINE
1-Jul-44	M-23	200329	HIGH EXPLOSIVE MAGAZINE
1-Jul-44	M-24	200330	HIGH EXPLOSIVE MAGAZINE
1-Jul-44	NORM RD	201881	NORMANDY ROAD
1-Jul-44	P-1	201123	BARR. SIDING RR (ABANDONED)
1-Jul-44	P-2	201124	BARR. SIDING RR (ABANDONED)

FACILITY BUILT DATE	BLDG NO	PROPERTY NO	FACILITY NAME
1-Jul-44	P-3	201125	BARR. SIDING RR (ABANDONED)
1-Jul-44	P-4	201126	BARR. SIDING RR (ABANDONED)
1-Jul-44	P-5	201127	BARR. SIDING RR (ABANDONED)
1-Jul-44	P-6	201128	BARR. SIDING RR (ABANDONED)
1-Jul-44	P-7	201129	BARR. SIDING RR (ABANDONED)
1-Jul-44	P-8	201130	BARR. SIDING RR (ABANDONED)
1-Jul-44	P-9	201131	BARR. SIDING RR (ABANDONED)
1-Jul-44	P-10	201132	BARR. SIDING RR (ABANDONED)
1-Jul-44	PIER1	201134	CARGO STAGING AREA
1-Jul-44	PIER2	201135	PIER-2 GENERAL PURPOSE PIER
1-Jul-44	R-1	201292	FIRE STATION
1-Jul-44	R-2	201795	BOAT REPAIR SHOP
1-Jul-44	R-4A	201682	NOSC - RESERVES
1-Jul-44	R-4B	201747	NOSC - RESERVES
1-Jul-44	R-9	201802	BOAT DET 212 BOAT SHOP
1-Jul-44	R-11	201290	SEALOG - FIRE UNION ADMIN
1-Jul-44	R-12	201506	BOAT DET 212 ADMIN. FACILITY
1-Jul-44	R-14	201508	SEWAGE PUMPING STATION
1-Jul-44	R-14A	202054	CHLORINE TREATMENT
1-Jul-44	S-7	201326	WATER PUMPING STATION
1-Jul-44	S-25	200356	DETACHED GARAGE (#)
1-Jul-44	S-26	200357	DETACHED GARAGE QTRS C (#)
1-Jul-44	S-27	201357	DETACHED GARAGE (#)
1-Jul-44	S-35	200364	OTHER/CARPENTER SHOP
1-Jul-44	S-40	202248	SUBSTATION - C-29
1-Jul-44	S-63	201389	ELEC.SWITCH/FIRE PUMP FAC.
1-Jul-44	S-83	201349	HOUSING, DETACHED STORAGE
1-Jul-44	S-200	201420	PUBLIC QUARTERS G (*)
1-Jul-44	S-201	201421	GARAGE DETACHED QUARTERS E (*)
1-Jul-44	S-204	201679	PUBLIC QUARTERS F (*)
1-Jul-44	S-207	201680	PUBLIC QTRS E (*)
1-Jul-44	S-369	201498	GATE/SENTRY HOUSE (N. GATE)
1-Jul-44	S-373	202282	BOILER BLG - CARPENTER SHOP
1-Jul-44	T-2	201136	TRESTLE-2
1-Jul-44	WR-1	201223	WATER STORAGE TANK
1-Jul-44	WR-2	201224	WATER STORAGE TANK
1-Jul-44	WR-3	201225	WATER STORAGE TANK
1-Jul-44	WR-4	201226	WATER STORAGE TANK
1-Jul-44	X-1	201240	FLAG POLE
1-Jul-44	X-2	201241	FLAG POLE
1-Jul-44	X-8	201238	PLAYING FIELD - FACILITIES
1-Jul-45	C-49	200049	CHAPEL
1-Jul-45	S-330	201460	STANDBY GENERATOR
1-Jul-45	S-349	201464	MSNAP/MCDS OPS STORAGE
1-Jul-45	S-350	201465	MSNAP/MCDS OPS STORAGE

FACILITY BUILT DATE	BLDG NO	PROPERTY NO	FACILITY NAME
1-Jul-45	S-367	201785	SMOKE SHELTER
1-Jul-45	S-381	201473	WATER PUMPING STA POTABLE
Unknown			CLASSIFICATION YARD
Unknown			RECEIVING AND DISPATCH YARD
1-Jul-44	S-472	201843	ORD. CHANGE/RELIEF (CLOSED) DYMATION UNIT
1-Jul-44	5N		DYMATION UNIT (+)
1-Jul-44	6E		DYMATION UNIT (+)
1-Jul-44	8K (1)		DYMATION UNIT (+)
1-Jul-44	8K (2)		DYMATION UNIT (+)
1-Jul-44	11G		DYMATION UNIT (+)
1-Jul-44	DDU		DYMATION UNIT (+)

(#) These three quarters and associated garages were transferred to PPV in 2004 and were determined eligible by the NJ SHPO.

(*) These four structures were transferred to PPV and subsequently sold.

(+) Construction dates for these Dymation Deployment Units conjectured from S-472.

Other significance

ERDC-CERL researchers were also tasked with looking into the significance of the African American experience at NWS Earle during World War I. The A.D. Marble & Co. researchers, in response to a 2001 NJ SHPO letter, concluded in their 2007 report that there were no extant buildings or structures associated with this theme (Figure 5).

Figure 5. Excerpt from A.D. Marble (2007, 267).

<p>The NJSHPO's letter dated January 29, 2001, also included a statement regarding the significance of NWS Earle for the role it played in the civil rights movement, specifically for its efforts to integrate and provide educational opportunities to African-American seamen stationed at the installation during the mid-twentieth century.</p> <p>The Navy agrees that enlisted African Americans were important to the history of NWS Earle, and that the installation played a significant role in the advancement of African-American seamen during the mid-twentieth century. This is documented in several sections of the book titled <i>Early History – Naval Ammunition Depot Earle – June 1943 to July 1945</i>, which describes the number of personnel employed at the installation, their assigned duties, training, and reduction in complement. Despite its significance, there are no extant buildings or structures at NWS Earle that reflect its associations with this theme; therefore, the installation should not qualify as a National Register-eligible historic district on this basis.</p>

Since the ERDC-CERL team also was not able to find any extant structures supporting the African American experience at NWS Earle, as previously documented in the book title (Benshimol 1945) referred to in Figure 5, the ERDC-CERL researchers concur that NWS Earle is not eligible to the National Register for its association with the African-American experience.

Dymaxion Deployment Units

From the Berger 1999 report:

Although neither functionally nor historically associated with NWS Earle or its mission, the Dymaxion Deployment Unit, six examples of which exist on Navy property, is of significance as one of the more unusual and creative efforts made during World War II in the area of mass production of housing. The DDU was designed by R. Buckminster Fuller, who since the late 1920s had been experimenting with housing constructed of lightweight, factory-produced elements. For the DDU, Fuller combined aspects of his “Dymaxion Dwelling Machine” with those of the corrugated metal grain bins then being produced by the Butler Company. The first models of the DDU were exhibited in Washington, D.C., and the Museum of Modern Art in 1941. Aiming at the “defense housing market,” Butler boasted that it could produce 1,200 DDUs per day, pricing them, fully furnished, at \$1,200 each. Only a few hundred DDUs were manufactured, however, before wartime restrictions on strategic materials (steel, in this case) ended production (Albrecht 1995:21-24; Walker 1981 :242-243). None of the seven DDUs at NWS Earle (Navy numbers 5N (T8019C), 6E (T8007), 8K (assigned to two buildings; no Army number available), 11G (T8017), S-472, and LBA-6 [currently referred to as DDU]) are original to this station; all appear to have been relocated to NWS Earle at various times by the Army, which currently retains formal “ownership” of all but S-472 and LBA-6. This lack of integrity with respect to location does not diminish the structures’ importance as examples of a particular type, since they were designed for portability and retain their distinctive characteristics of design and use of materials.

ERDC-CERL researchers agree with the finding that Dymaxion Deployment Units are a historic part of NWS Earle. All seven Dymaxion units are still extant (Figure 6–Figure 8). These units became Navy

property after the Army left the area almost 15 years ago. It is our opinion that these remaining seven units are each individually eligible for the National Register under Criterion C for architecture and their association with R. Buckminster Fuller. While two of the units are located within the proposed Transshipment Historic District, their contribution to the district would depend on the length of time in their existing location and their direct contribution to the mission at NWS Earle. While further research is needed to answer those questions, due to the portable nature of the units and their early association with the Army, CERL researchers feel it is unlikely they directly contributed to the mission in their current locations from 1943–1945.

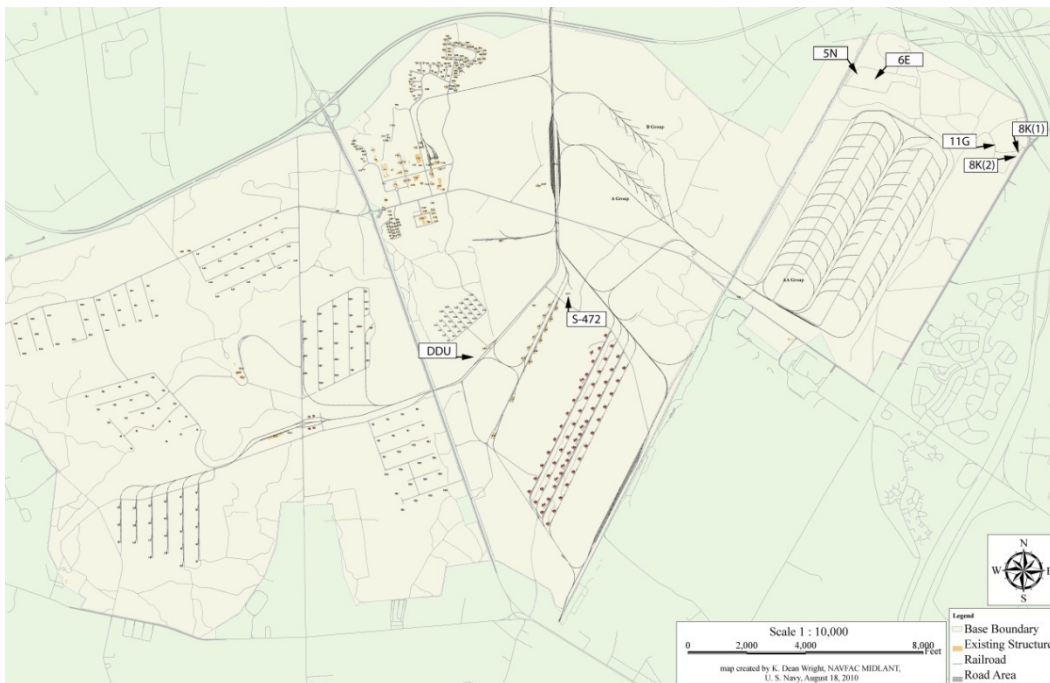
Figure 6. Dymaxion Deployment Unit located near Building GB-1; listed as DDU on current maps, Berger report referred to it as LBA-6 (ERDC-CERL, 2010).



Figure 7. Dymaxion Deployment Unit S-472 in parking area opposite E-1 and E-2 (ERDC-CERL, 2010).



Figure 8. Map showing locations of the seven Dymaxion Deployment Units [DDU, S-472, 5N, 6E, 11G, 8K(1), and 8K(2)] (NAVFAC MIDLANT).



Korean War era (1950-1953)

Several Korean War resources were listed as contributing by the Marble 2007 report. Only eleven of these buildings and structures remain today (Table 2). Of these eleven, ten are support-type facilities (water pumping station, gate house, heating plant, etc.) that are not directly related to the transshipment mission of NWS Earle. The only building built during the Korean War era that was related to the mission, the locomotive overhaul shop (C-50), was built as a replacement for a World War II structure. C-50 lies outside the proposed district boundary and lacks the integrity to be individually eligible for the Korean War period.

The Berger report states that more ordnance was shipped from NAD Earle from 1951 to 1953 than during World War II. Although this activity was significant during the Korean War, there is no reflection or manifestation of this increase in the landscape and built environment today. We conclude there are not enough resources to form a Korean War period of significance.

Table 2. Buildings at NWS Earle from the Korean War (1950 to 1953), in order of construction date (NWS Earle Real Property Records).

FACILITY BUILT DATE	BLDG NO	PROPERTY NO	FACILITY NAME
1-Jul-51	MA4	211854	WATER PUMPING STA POTABLE
1-Jul-52	C50	211801	LOCOMOTIVE OVERHAUL SHOP
1-Jul-52	C51	201812	GATE/SENTRY HOUSE
1-Jul-52	C52	201842	PHS&T STORAGE
1-Jul-52	MA2	201798	HEATING PLANT
1-Jul-52	MA3	201799	AMMO REWRK FACILITY
1-Jul-52	S454	201851	PIER REC. CENTER (VACANT)
1-Jul-52	S469	201344	GENERAL STORAGE - FIRE DEPT
1-Jul-53	FA2	201849	ORDNANCE FIELD OFFICE
1-Jul-53	FA4	201848	STORAGE, ORD. EQUIPMENT
1-Jul-53	R19	211876	STORAGE P.W. MAIN

Building C-50

Built in 1952, Building C-50 is listed as a contributing building on the Marble 2007 report (Figure 9).

Figure 9. Excerpt from A.D. Marble & Co. report (2007, 238).

Building C-50 was constructed in 1952 to handle the maintenance of railroad equipment in support of the expanded facility mission (Figure 19-7.2). Prior to the construction of C-50, locomotive repair was performed in Building R-9, located in the Waterfront Area. The construction of Building C-50, which was substantially larger than Building R-9, resulted in a consolidation of locomotive repair in the Mainside Area. Building C-50 has not undergone any substantial alterations that detract from its ability to convey its historical associations. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association.

C-50 lies outside the proposed historic district. C-50 was built during the Korean War era to support the increased locomotive repair needs and consolidate operations performed during World War II at R-9 located in the warehouse area (Figure 10). However today, C-50 lacks the necessary integrity to be individually eligible for the Korean War (Figure 11).

Figure 10. Aerial of C-50 (center), 1951 (NWS Earle Cultural Resources).



Figure 11. Building C-50 (ERDC-CERL, 2010).



Throckmorton Hill

A 1945 map shows a Mark 8 facility on Throckmorton Hill (Figure 12). This same facility is visible in a 1951 photograph when Throckmorton Hill was developed as a Mobile Mine Assembly Group Complex (Figure 13). The Mark 8 facility was removed as part of this development and is not noted on a 1955 map (Figure 14).

Building MA-3, a mine depth charge reworking facility, was listed as a contributing feature in A.D. Marble & Co. (2007; Figure 15). MA-1, another mine depth charge working building, is no longer extant. The heating plant, MA-2, was built in 1952 and still exists. In addition, four small buildings MB-2 (1955), MA-4 (1951), 560 (1962) and S-381 (1945) remain. There is a building called MA-5 (a building MA-5 appears on historic maps), but it was built in 1987 (Figure 18). Buildings 558 and 559 were built in 1961 and 1962. Because only one of the three main mine structures remains (Figure 17), and that one structure does not have architectural integrity (MA-3; Figure 16), we do not think that Throckmorton Hill as a whole retains its integrity.

Figure 12. Section of 1945 map showing Mark 8 facility on Throckmorton Hill (NARA College Park).

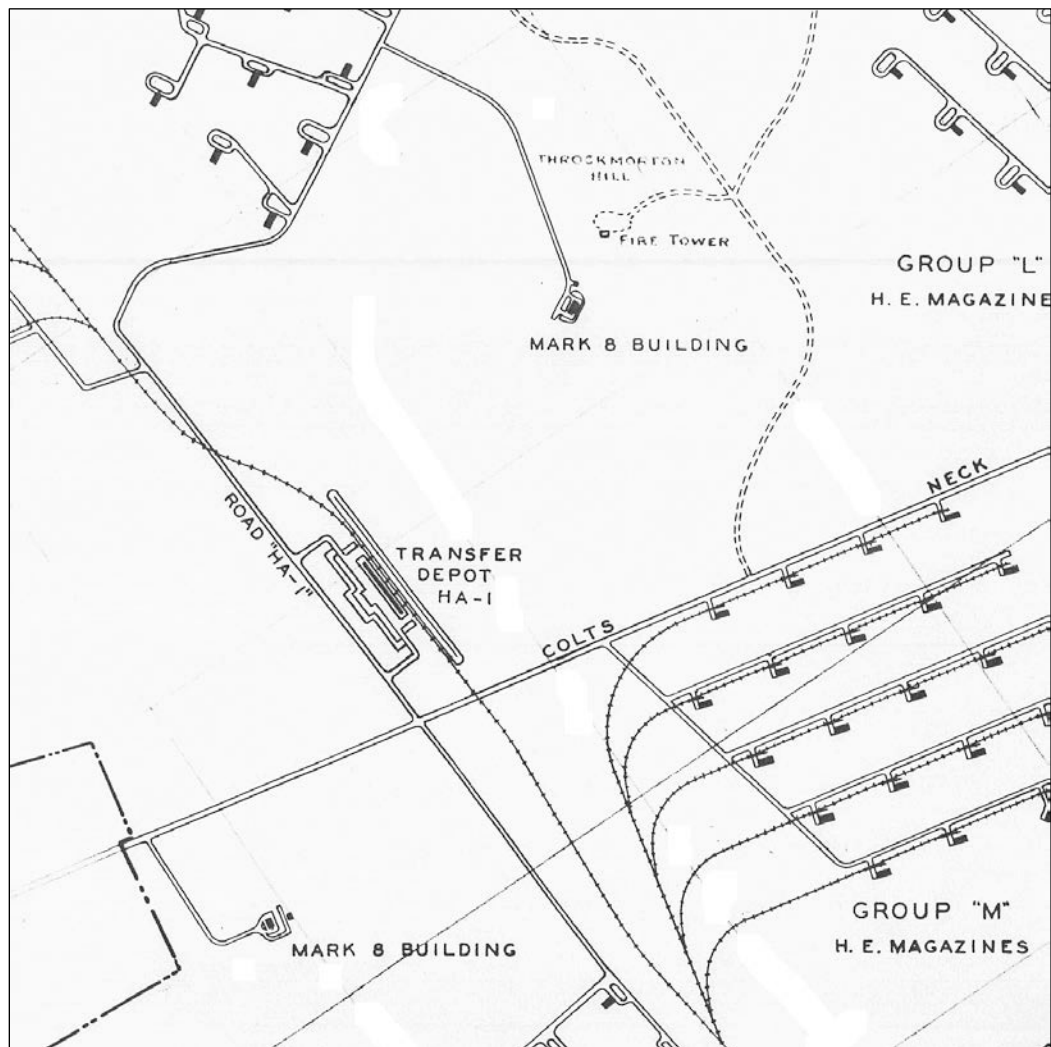


Figure 13. Throckmorton Hill under construction, 1951
(NWS Earle Cultural Resources).



Figure 14. Throckmorton Hill as seen on 1955 map (NWS Earle Cultural Resources).

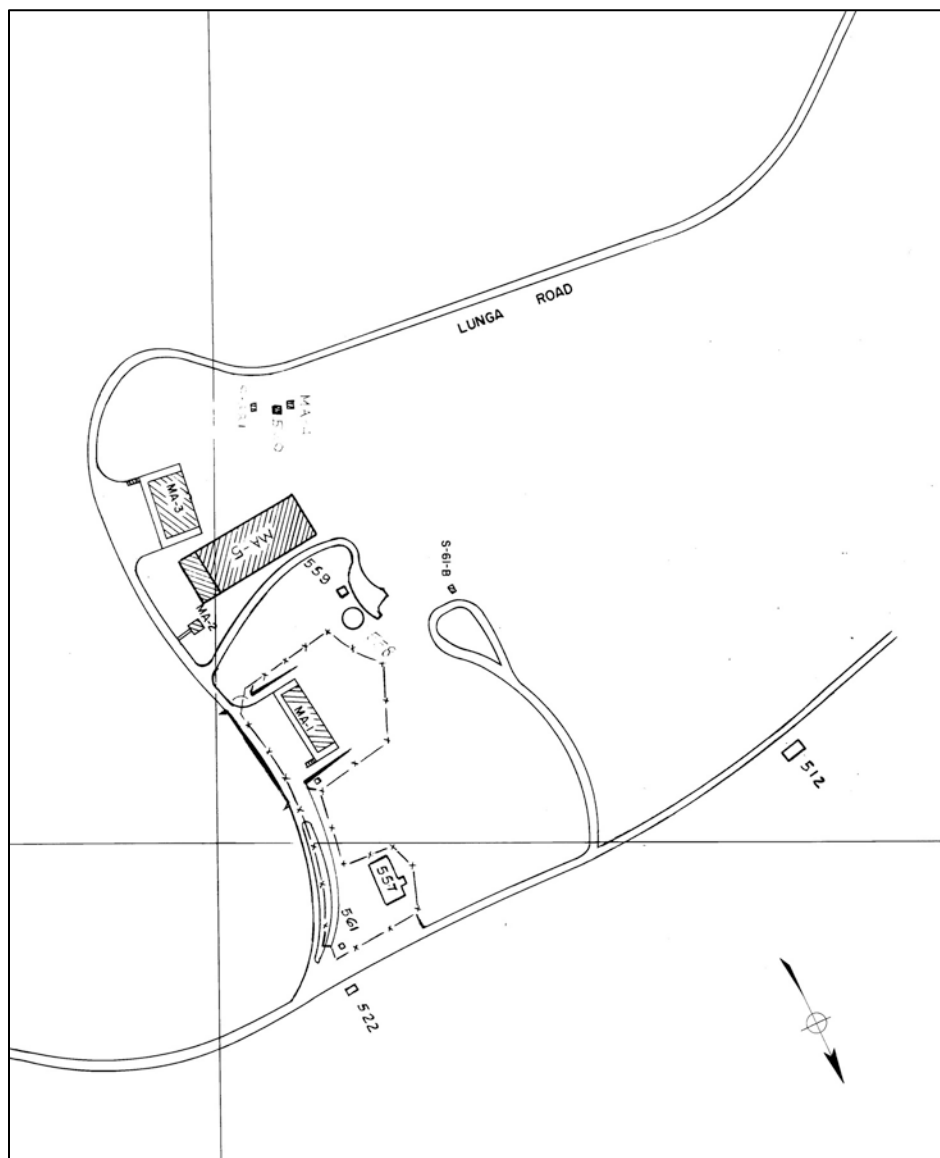


Figure 15 Excerpt from A.D. Marble & Co. (2007, 238).

Building MA-3 was constructed in 1952 as a component of the Mobile Mine Assembly Complex on Throckmorton Hill (Figure 19-5). The Navy relocated NWS Earle's mine assembly complex from Midway Road (on which Building 544, erected ca. 1970, now stands) to Throckmorton Hill in the early 1950s as a result of the expanded facility mission. Building MA-3 was one of two mine/depth charge reworking facilities constructed as part of the Mobile Mine Assembly Complex. The other building, MA-1, is no longer extant. Building MA-3 retains integrity of location, design, and association.

Figure 16. Building MA-3, showing integrity changes to doors, windows, and the roof (ERDC-CERL, 2010).



Figure 17. Current aerial of Throckmorton Hill (MA-3 is at top and MA-5 is next to it) (ERDC-CERL, 2010).



Figure 18. Building MA-5 (ERDC-CERL, 2010).



Mark 8 facilities

The Mark 8 facilities at NWS Earle were built for the repair and overhaul of Mark 8 depth charges. Nothing remains of this facility except for the earthen berms that provided blast protection. The site is now used as a forklift training facility (Figure 19–Figure 21).

Figure 19. Mark 8 area as seen on 1955 map (NWS Earle Cultural Resources).

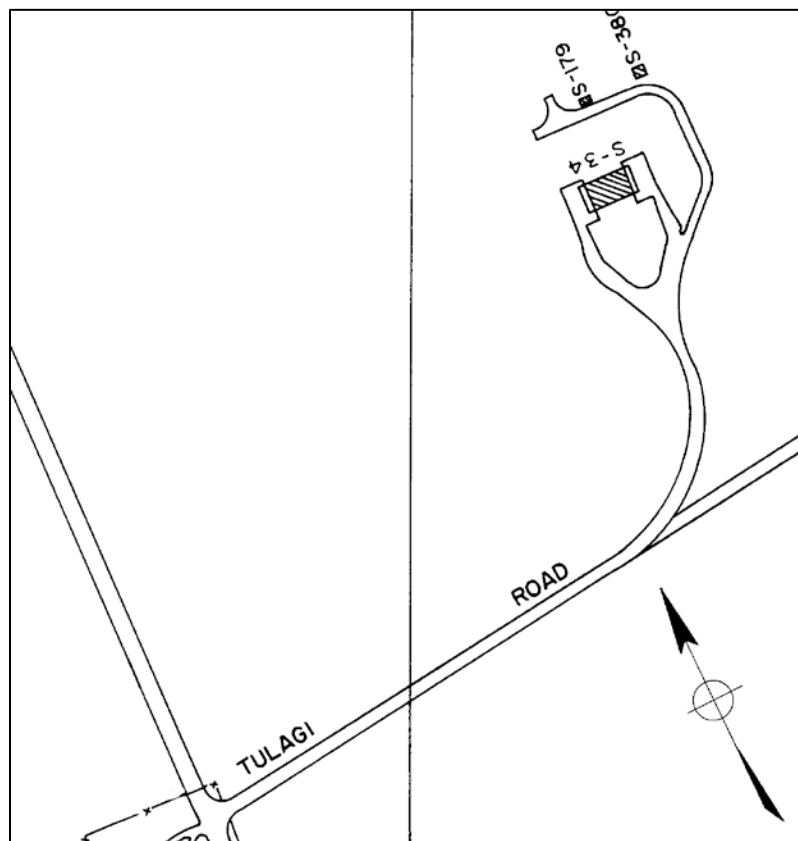


Figure 20. Current aerial showing lack of structures at Mark 8 area (NWS Earle Cultural Resources).



Figure 21. Photo of Mark 8 area and remaining berms (ERDC-CERL, 2010).



Integrity

Through an analysis of the two existing reports and by a windshield survey during the site visit in May 2010, the researchers determined that certain areas of the installation, as it existed at the end of 1945, did not have enough integrity to be part of the potential historic district. These areas are:

- Administration Area (C Area)
- Waterfront Area (R Area)
- P Barricades (P Area)
- AA Barricades (AA Area/former Army area)
- D Area
- M Area

Administration Area (C Area)

In the Administration Area, 23 of the original 54 buildings from the period of significance have been demolished (Figure 22). There are 27 buildings that have been added to the area since the period of significance. Many of the remaining buildings have had significant envelope changes such as additions, new windows, porches, siding, stucco, and fenestration removal. Figure 23–Figure 28 show examples of integrity changes to the extant building and one example of a new building in the Administration Area.

Figure 22. The 23 original buildings (highlighted in green) that have been demolished in the Administration Area (listing from 1945 map, NARA College Park; green shading added by ERDC-CERL).

BUILDING SITES FOR ADMINISTRATIVE AND HOUSING AREA.		
C-1	West Gate House	
C-2	Permanent Administration Building	
C-3	Dispensary	
C-4	Bachelor Officers' Quarters	
C-5	Quarters for Commanding Officer	
C-6	Quarters for Senior Assistant	
C-7	Brig	
C-8	Barracks	
C-9	Mess Hall No 1	
C-10	Barracks	
C-11	Barracks	
C-12	Barracks	
C-13	Barracks	
C-14	Automotive Repair Shop	
C-15	Garage	
C-16	Machine and Carpenter Shop	
C-17	Service Station	
C-18	Paint, Oil and Kerosene Storehouse	
C-19	Locomotive and Crane Shed	
C-20	Gasoline and Diesel Oil Pump House	
C-21	General Storehouse	
C-22	Fire House No 1	
C-23	Surveillance Test House	
C-24A	Water Pump House No 1	
C-24B	Water Pump House No 2	
C-25	Water Filtration Plant	
C-26A	Sewage Treatment-Chlorine House	
C-26B	Sewage Treatment-Pump House	
C-27	Bachelor Officers' Quarters	
C-28	Quarters for Senior Assistant	
C-29	Recreation Building	
C-30	East Gate House	
C-31	Laundry Building	
C-32A	Chlorine House	
C-32B	Pump House	
C-33	Mess Hall No 3	
C-34	Barracks	
C-35	Barracks	
C-36	Barracks	
C-37	Barracks	
C-38	Barracks	
C-39	Barracks	
C-40	Barracks	
C-41	Barracks	
C-42	Barracks	
C-43	Barracks	
C-44	Barracks	
C-45	Barracks	
C-46	Barracks	
C-47	Gate House to Intransit Yard	
C-48	Temporary Administration Building	
C-49	Chapel (under construction)	
C-106	Plan Vault	
C-107	Personnel and Maintenance Building	

Demolished
Buildings

Figure 23. Example of integrity changes in the Administration Area with fenestration removal, porch addition, and new entrance doors (ERDC-CERL, 2010).



Figure 24. Example of fenestration removal in the Administration Area (ERDC-CERL, 2010).



Figure 25. Changes to fenestration in the Administration Area (ERDC-CERL, 2010).



Figure 26. Example of new buildings in the Administration Area (ERDC-CERL, 2010).



Figure 27. Integrity changes to original barracks in the Administration Area (ERDC-CERL, 2010).



Figure 28. Integrity changes to original barracks in the Administration Area (ERDC-CERL, 2010).



Waterfront Administration Area (R Area)

In the Waterfront Administration Area, nine of the original 17 buildings from the period of significance have been demolished (Figure 29); demolition also included all of the original Quonset huts. Twenty buildings have been added to the area since the period of significance. Many of the remaining buildings have had significant envelope changes such as additions, new windows, siding, and fenestration removal (Figure 30–Figure 31). Other buildings in this area were built after the period of significance (Figure 32–Figure 33).

Figure 29. Original buildings that have been demolished in the Waterfront Administration Area are highlighted in green (building list taken from 1945 map, NARA College Park; green shading added by ERDC-CERL).

BUILDING SITES FOR PIER HOUSING AREA .	
R-1	Fire Engine House
R-2	Garage and Battery Storage
R-3	Mess Hall
R-4A	Barracks
R-4B	Barracks
R-5	Gate House
R-6	Gasoline Station
R-7	Gasoline Pump House
R-8	Recreation Building
R-9	Locomotive Shop
R-10	Gear Storage
R-11	Infirmary
R-12	Office
R-13	Chlorine House
R-14	Pump House
R-15	Cafeteria (under construction)
R-16	Boiler Room and Head (under construction)

Demolished Buildings

Figure 30. Example of integrity changes to buildings in the Waterfront Administration Area with a large-scale addition and the removal of original doors (ERDC-CERL, 2010).



Figure 31. Example of integrity changes to buildings in the Waterfront Administration Area with removal of fenestration and addition of new entrances and doors (ERDC-CERL, 2010).



Figure 32. Building R-10 is an example of a building constructed in the Waterfront Administration Area outside the period of significance (ERDC-CERL, 2010).



Figure 33. Building R-15 is another example of a building constructed in the Waterfront Administration Area outside the period of significance (ERDC-CERL, 2010).



P Barricades (P Area)

The P barricades are abandoned and completely overgrown with vegetation (Figure 34–Figure 35).

Figure 34. An abandoned P Barricade, nearly obscured by vegetation near center of photo (ERDC-CERL, 2010).

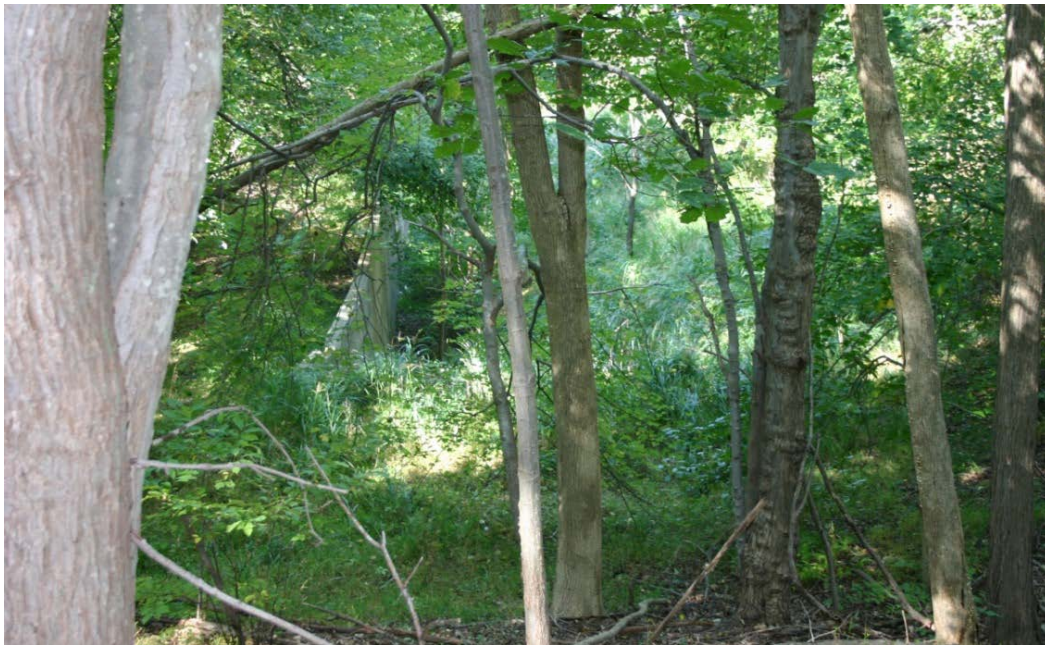
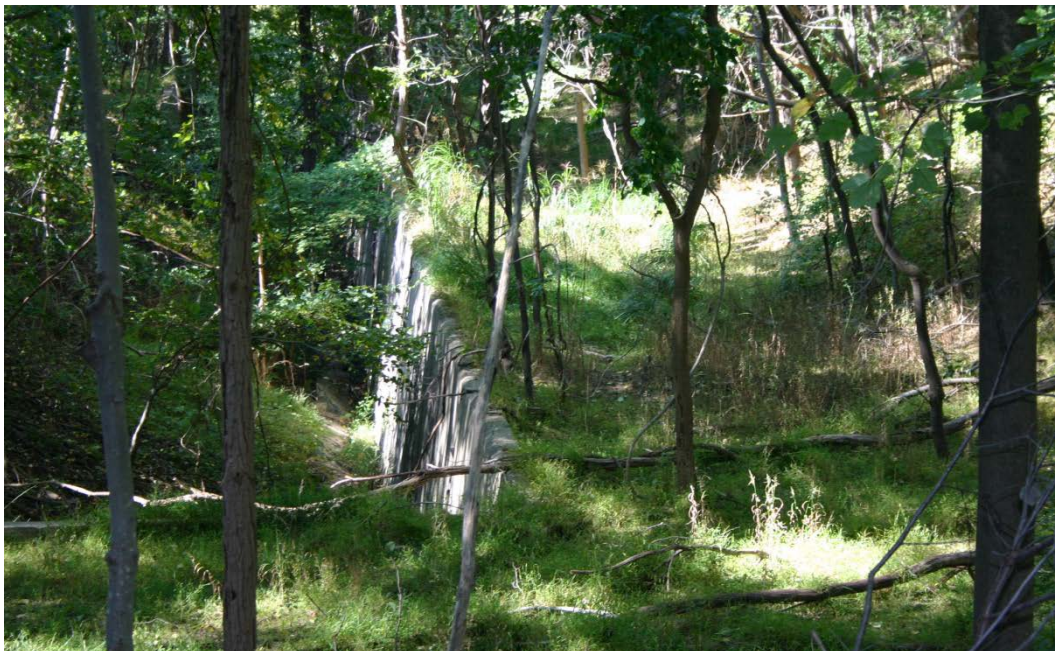


Figure 35. An abandoned P Barricade (ERDC-CERL, 2010).



AA Barricades (AA Area/former Army area)

The through rail lines that connected each of the barricades have been removed. These were a character-defining feature of the Army area in contrast to the stub barricades of the Navy areas. A number of AA barricades have been removed, and secure parking facilities for trucks have been added. Several of the barricades have been abandoned and have trees growing through the barricade and have had their rail trackbeds removed (Figure 36–Figure 37).

Figure 36. Aerial of AA Barricades looking south, 1944 (NWS Earle Cultural Resources).



Figure 37. Photo of integrity changes to buildings in the AA Barricades depicting abandonment and loss of trackbed (ERDC-CERL, 2010).



Area D

All but one (D2) of the five former smoke drum warehouses in Area D have been demolished (Figure 38 and Figure 39).

Figure 38. Comparison of Area D from 1945 (left) to 2010 (right). (Map sources: NWS Earle Cultural Resources.)



Figure 39. Area D, 1948. Building D2 (highlighted here by added red box) is the only extant smoke drum warehouse remaining today (Photo from NWS Earle Cultural Resources; highlighting added by ERDC-CERL, 2010).



Area M

Many of the historic rail lines have been removed in Area M due to a change in use during the Cold War. Other changes resulting from this reuse include the perimeter fence, new roads, parking lots, security towers, and new ammunition storage bunkers (Figure 40 and Figure 41).

Figure 40. Example of integrity changes to Area M with paved parking areas, a new storage bunker, and a security tower (ERDC-CERL, 2010).



Figure 41. Example of integrity changes to Area M with a perimeter fence (ERDC-CERL, 2010).



NWS Earle Transshipment Historic District

It was the finding of this survey that of the 422 buildings, structures, and landscapes constructed during the period of significance, there are 302 buildings, structures, and key landscapes in the historic district (Table 3)¹ and of those, there are 263 buildings, structures, and landscapes that are contributing features of the NWS Earle Transshipment Historic District and eligible for the National Register of Historic Places under both Criteria A and C.

Thus, portions of NWS Earle are eligible under Criterion A for its association with the transshipment of ammunition into the European theater during World War II and under Criterion C as a series of associated buildings within a historic district.

Boundaries for the historic district were drawn by following the guidelines below, found in National Register Bulletins 12 and 21: *Defining Boundaries for National Register Properties* (NPS 1997b). The boundaries are shown by red outlines in Figure 42–Figure 44.²

- Districts may include noncontributing resources, such as altered buildings or buildings constructed before or after the period of significance.
- Select boundaries to encompass but not exceed the extent of the significant resources and land areas comprising the property.
- Include all historic features of the property, but do not include buffer zones or acreage not directly contributing to the significance of the property.
- Exclude peripheral areas that no longer retain integrity due to alterations in physical conditions or setting caused by human forces, such as development, or natural forces, such as erosion.
- Include small areas that are disturbed or lack significance when they are completely surrounded by eligible resources. "Donut holes" are not allowed.
- Define a discontinuous property when large areas lacking eligible resources separate portions of the eligible resource.

¹ Note that after consultation with NJ SHPO and concurrence by NWS Earle, the boundaries of the historic district now include additional buildings, both contributing and noncontributing. The final listing is located in Appendix G (Table 4).

² Final historic district boundaries are contained in maps in Appendix G.

In Table 3, resources are listed as “Contributing” or “Noncontributing” to the proposed Transshipment Historic District. Those listed as “Noncontributing” have been found to: (1) lack the integrity necessary to contribute to the district, (2) were built outside the period of significance, or (3) they are resources determined to never be architecturally or mission specific such as smoking shelters or waste water treatment plants. Those listed as “Noncontributing/Not Yet 50” are those resources built within the proposed historic district boundaries that have not yet reached 50 years of age. These resources will still need to be evaluated when they reach 50 years of age to see if they are individually eligible or are part of a yet-to-be determined district. As previously discussed, the two Dymaxion Deployment Units located within the district boundaries are listed as “Individually Eligible.” However, since it is unlikely they were in their present location during the period of significance, they do not contribute to the district.

Table 3. List of buildings inside the NWS Earle Transshipment Historic District.

BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
3A	202039	PORT OPERATIONS	1-Jul-88	Noncontributing/ Not Yet 50
519	202267	SMOKING SHELTER - PIER 2	1-Jul-01	Noncontributing
521	202269	SMOKING SHELTER - PIER WYE	1-Jul-01	Noncontributing
527	201930	RANGE LIGHT/PIER1/	1-Jul-44	Contributing
528	201929	RANGE LIGHT/TRESTLE2/	1-Jul-44	Contributing
552	202273	PIER ACCESS GATE - TOWER	1-Jul-05	Noncontributing/ Not Yet 50
571	202026	GUARD/SENTRY HOUSE	1-Jul-82	Noncontributing/ Not Yet 50
571A	202279	SECURITY BARRIER - MIDWAY RD	1-Jul-01	Noncontributing/ Not Yet 50
571B	202280	SECURITY BARRIER - ASBURY AV	1-Jul-01	Noncontributing/ Not Yet 50
A-1	201051	BARRICADED SIDING /RR	1-Jul-44	Contributing
A-2	201052	BARRICADED SIDING /RR	1-Jul-44	Contributing
A-3	201053	BARRICADED SIDING /RR	1-Jul-44	Contributing
A-4	201054	BARRICADED SIDING /RR	1-Jul-44	Contributing
A-5	201055	BARRICADED SIDING /RR	1-Jul-44	Contributing
A-6	201056	BARRICADED SIDING /RR	1-Jul-44	Contributing
A-7	201057	BARRICADED SIDING /RR	1-Jul-44	Contributing
A-8	201058	BARRICADED SIDING /RR	1-Jul-44	Contributing
A-9	201059	BARRICADED SIDING /RR	1-Jul-44	Contributing
A-10	201060	BARRICADED SIDING /RR	1-Jul-44	Contributing
B-1	201113	BARRICADED SIDING /RR	1-Jul-44	Contributing
B-2	201114	BARRICADED SIDING /RR	1-Jul-44	Contributing

BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
B-3	201115	BARRICADED SIDING /RR	1-Jul-44	Contributing
B-4	201116	BARRICADED SIDING /RR	1-Jul-44	Contributing
B-5	201117	BARRICADED SIDING /RR	1-Jul-44	Contributing
B-6	201118	BARRICADED SIDING /RR	1-Jul-44	Contributing
B-7	201119	BARRICADED SIDING /RR	1-Jul-44	Contributing
B-8	201120	BARRICADED SIDING /RR	1-Jul-44	Contributing
B-9	201121	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B-10	201122	BARRICADED SIDING /RR/	1-Jul-44	Contributing
E-1	201522	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-2	201523	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-3	201518	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-4	201519	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-5	201520	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-6	201521	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-7	201524	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-8	201525	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-9	201526	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-10	201788	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-11	201528	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-12	201529	MSNAP - OPS. STOREHOUSE	1-Jul-44	Contributing
E-13	201820	AMMO REWORK-OVERHAUL SHOP	1-Jul-44	Contributing
E-14	200071	AMMO REWORK-OVERHAUL SHOP	1-Jul-44	Contributing
F-1	201531	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-2	201532	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-3	201533	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-4	201534	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-5	201535	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-6	201536	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-7	201537	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-8	201538	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-9	201539	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-10	201540	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-11	201541	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-12	201542	SMOKELESS PDR PROJECTL MAG.	1-Jul-44	Contributing
F-13	201543	SMALL ARMS-MAGAZINE	1-Jul-44	Contributing
F-14	201544	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-15	201545	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-16	201546	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-17	201547	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-18	201548	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-19	201549	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-20	201550	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-21	201551	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-22	201552	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-23	201553	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing

BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
F-24	201554	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-25	201555	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-26	201556	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-27	201557	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-28	201558	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-29	201559	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-30	201560	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-31	201561	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-32	201562	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-33	201563	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-34	201564	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-35	201565	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-36	201566	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-37	201567	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-38	201568	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-39	201569	SMALL ARMS-MAGAZINE	1-Jul-44	Contributing
F-40	201570	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-41	201571	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-42	201572	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-43	201573	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-44	201574	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-45	201575	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-46	201576	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-47	201577	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-48	201578	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-49	201579	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-50	201580	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-51	201581	SMALL ARMS PYROTECHNICS MAG	1-Jul-44	Contributing
F-52	201582	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-53	202016	SMOKELESS PWD/PROJ. MAGAZINE	1-Jul-81	Noncontributing/ Not Yet 50
F-54	202063	MISSILE MAGAZINE	1-Jul-90	Noncontributing/Not Yet 50
F-63	202070	PROJECTILE MAG.	1-Jul-91	Noncontributing/ Not Yet 50
F-64	202071	PROJECTILE MAG	1-Jul-91	Noncontributing/ Not Yet 50
F-65	202073	PROJECTILE MAG.	1-Jul-91	Noncontributing/ Not Yet 50
F-66	202074	PROJECTILE MAG.	1-Jul-91	Noncontributing/ Not Yet 50
F-67	202075	PROJECTILE MAG.	1-Jul-92	Noncontributing/ Not Yet 50
F-68	202076	PROJECTILE MAG.	1-Jul-92	Noncontributing/ Not Yet 50
FA-2	201849	ORDNANCE FIELD OFFICE	1-Jul-53	Noncontributing
FA-4	201848	STORAGE, ORD. EQUIPMENT	1-Jul-53	Noncontributing

BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
G-1	201583	FUSE-DETONATOR MAG-BULK	1-Jul-44	Contributing
G-2	201584	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-3	201585	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-4	201586	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-5	201587	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-6	201588	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-7	201589	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-8	201590	FUSE-DETONATOR MAG-BULK(VAC)	1-Jul-44	Contributing
G-9	201591	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-10	201687	FUSE-DET MAG-BLK (VACANT)	1-Jul-44	Contributing
G-11	201592	FUSE-DET MAG-BLK (VACANT)	1-Jul-44	Contributing
G-12	201593	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-13	201594	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-14	201595	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-15	201596	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-16	201597	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-17	201598	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-18	201599	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-19	201600	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-20	201601	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-21	201602	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-22	201603	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-23	201604	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-24	201605	FUSE-DETONATOR MAG-BULK	1-Jul-44	Contributing
G-25	201606	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-26	201685	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-27	201610	OTHER/AMMUNITION STRG (VAC)	1-Jul-44	Contributing
G-28	201611	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G-29	201612	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G-30	201613	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G-31	201614	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G-32	201615	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G-33	201616	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G-34	201609	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
GB-1	201040	INERT STOREHOUSE	1-Jul-44	Contributing
H-1	201617	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-2	201618	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-3	201619	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-4	201620	SMALL ARMS PYROTECHNICS MAG	1-Jul-44	Contributing
H-5	201621	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-6	201622	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-7	201623	FUSE-DETONATOR MAG-BULK	1-Jul-44	Contributing
H-8	201624	FUSE-DETONATOR MAG-BULK	1-Jul-44	Contributing
H-9	201625	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-10	201626	OTHER/ AMMUNITION STORAGE	1-Jul-44	Contributing

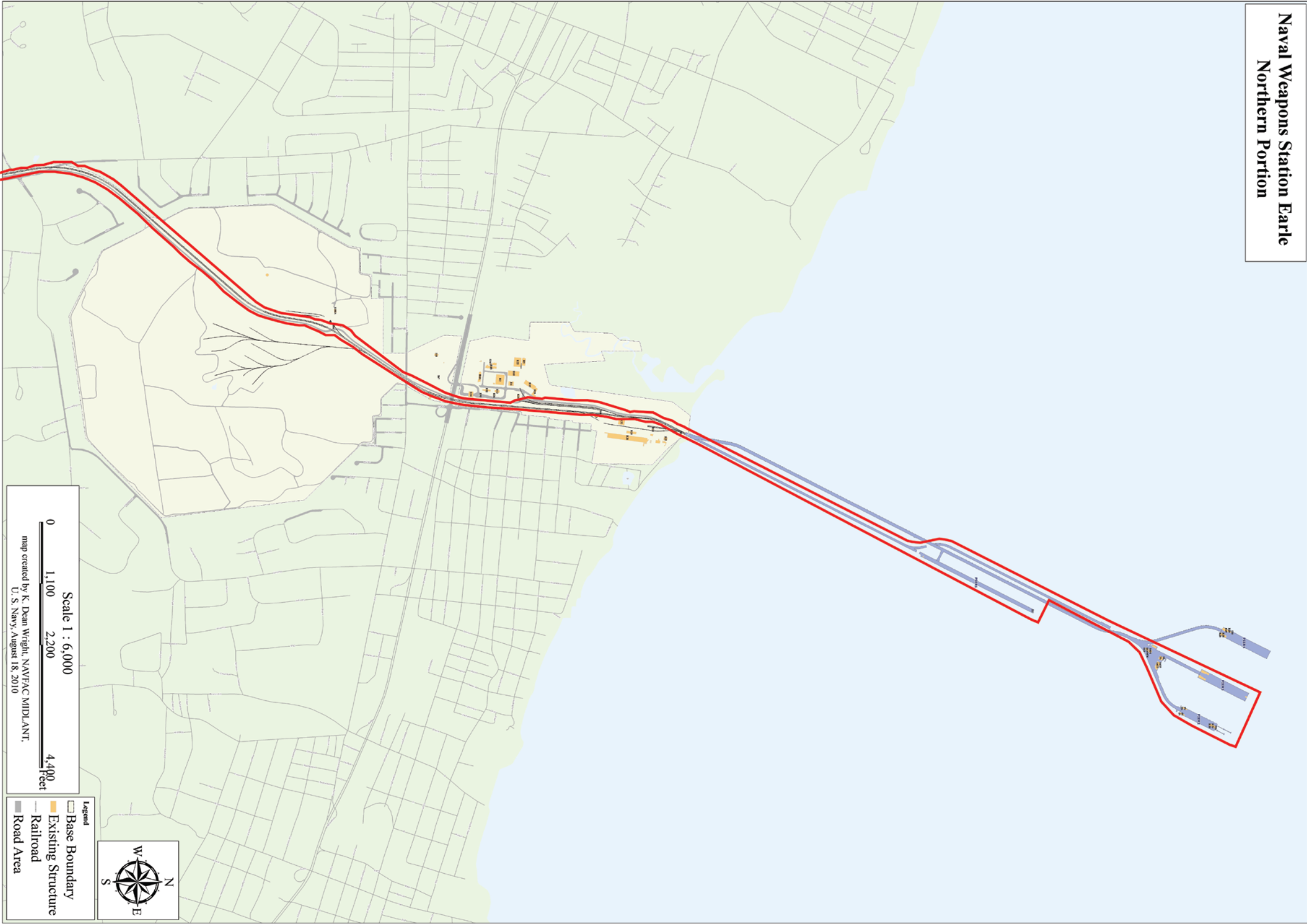
BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
H-11	201627	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-12	201628	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-13	201629	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-14	201639	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-15	201630	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-16	201631	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-17	201632	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-18	201633	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-19	201634	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-20	201635	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-21	201636	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-22	201637	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-23	201638	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-24	201640	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
HA-1	201641	TRANSFER DEPOT EXPLOSIVES	1-Jul-44	Contributing
HA-3	202051	ORDNANCE STORAGE	1-Jul-89	Noncontributing/ Not Yet 50
HB-1	201140	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Contributing
HB-10	201249	RR BRIDGE-TRESTLE /HWY 36/	1-Jul-44	Contributing
HB-2	201139	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Contributing
HB-2A	202049	VEHICLE BRIDGE OVER CRRNJ	1-Jul-35	Contributing
HB-3	201242	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Contributing
HB-4A	202233	VEH BRIDGE OVER SWIMMING RIV	1-Jul-97	Noncontributing
HB-6	201245	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Contributing
HB-7	201246	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Noncontributing
HB-8	201247	RR BRIDGE-TRESTLE /NY-LBRR	1-Jul-44	Contributing
HB-9	201248	RR BRIDGE-TRESTLE	1-Jul-44	Contributing
I-1	200211	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-2	200212	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-3	200213	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-4	200214	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-5	200215	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-6	200216	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-7	200217	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-8	200218	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-9	200219	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-10	200220	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-11	200221	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-12	200222	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-13	200223	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-14	200224	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-15	200225	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-16	200226	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-17	200227	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-18	200228	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing

BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
I-19	200229	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-20	200230	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-21	200231	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
I-22	200232	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-23	200233	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-24	200234	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-1	200235	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-2	200236	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-3	200237	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-4	200238	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-5	200239	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-6	200240	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-7	200241	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-8	200242	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-9	200243	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-10	200244	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-11	200245	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-12	200246	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-13	200247	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-14	200248	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-15	200249	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-16	200250	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-17	200251	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-18	200252	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-19	200253	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-20	200254	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-21	200255	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-22	200256	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-23	200257	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-24	200258	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-1	200259	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-2	200260	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-3	200261	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-4	200262	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-5	200263	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-6	200264	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-7	200265	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-8	200266	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-9	200267	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-10	200268	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-11	200269	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-12	200270	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-13	200271	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-14	200272	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-15	200273	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing

BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
K-16	200274	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-17	200275	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-18	200276	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-19	200277	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-20	200278	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-21	200279	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-22	200280	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-23	200281	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-24	200282	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-1	200283	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-2	200284	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-3	200285	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-4	200286	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-5	200287	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-6	200288	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-7	200289	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-8	200290	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-9	200291	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-10	200292	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-11	200293	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-12	200294	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-13	200295	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-14	200296	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-15	200297	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-16	200298	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-17	200299	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-18	200300	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-19	200301	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-20	200302	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-21	200303	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-22	200304	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-23	200305	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-24	200306	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-25	201828	TRUCK SCALE HOUSE	1-Jul-54	Noncontributing
N-1	202012	MISSILE MAGAZINE	1-Jul-79	Noncontributing/ Not Yet 50
N-2	202013	MISSILE MAGAZINE	1-Jul-79	Noncontributing/ Not Yet 50
N-3	202020	MISSILE MAGAZINE	1-Jul-81	Noncontributing/ Not Yet 50
N-4	202017	MISSILE MAGAZINE	1-Jul-81	Noncontributing/ Not Yet 50
NORM RD	201881	NORMANDY ROAD	1-Jul-44	Contributing
PIER1	201134	CARGO STAGING AREA	1-Jul-44	Contributing
PIER2	201135	PIER-2 GENERAL PURPOSE PIER	1-Jul-44	Contributing

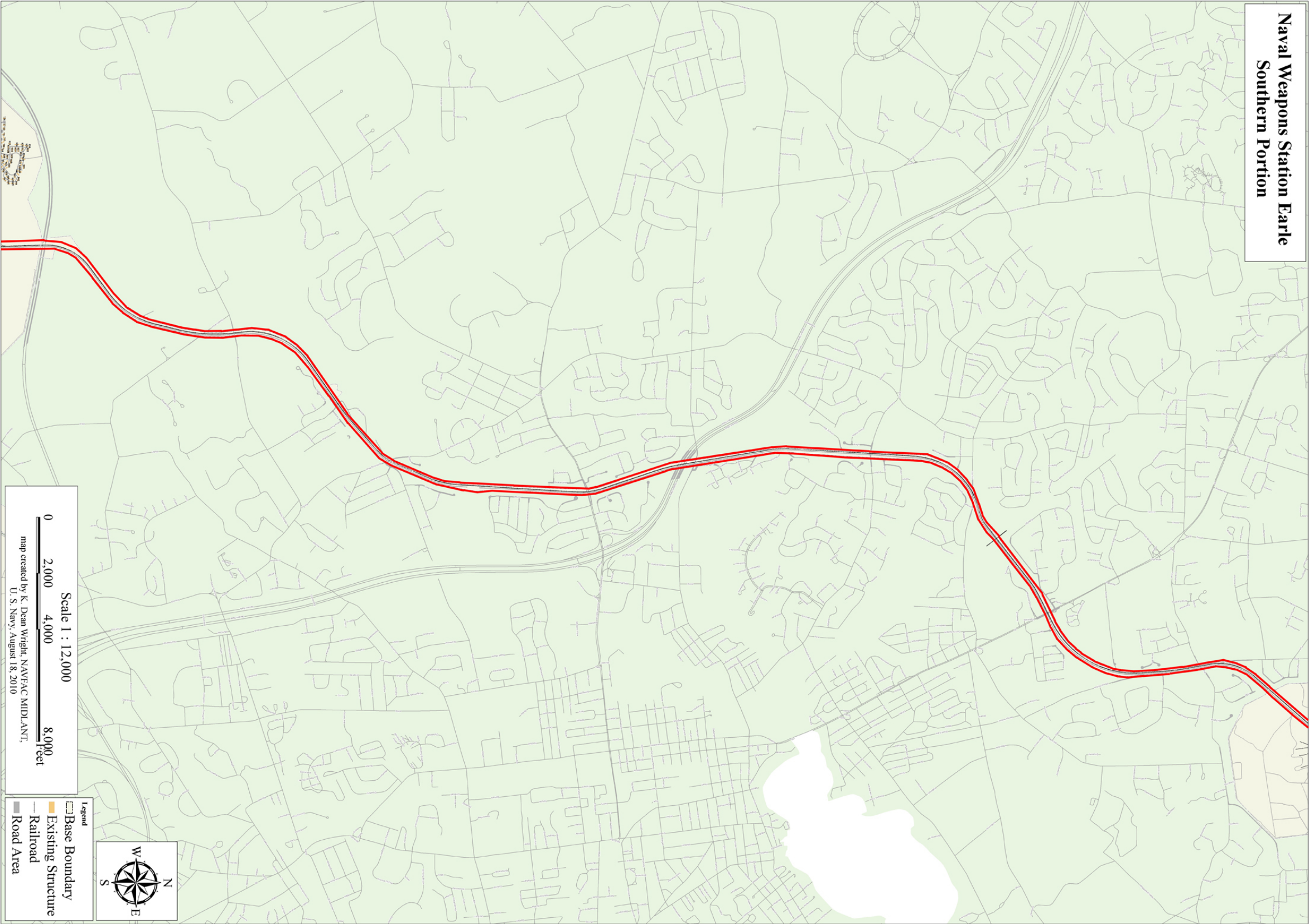
BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
PIER3A	202308	PIER 3A	22-Sep-09	Noncontributing/ Not Yet 50
P-WYE	202261	PIER WYE	1-Jul-81	Noncontributing/ Not Yet 50
R-20	202021	PIER 2 UTILITIES BUILDING	1-Jul-76	Noncontributing/ Not Yet 50
S-13A	202202	RAILROAD CONTROL ADMIN.	1-Jul-95	Noncontributing/ Not Yet 50
S-35	200364	OTHER/CARPENTER SHOP	1-Jul-44	Contributing
S-36	202066	LUMBER STRG FACILITY	1-Jul-92	Noncontributing/ Not Yet 50
S-62A	202285	ELEC. SERVICE BLDG. - PIER 1	1-Jul-95	Contributing
S-64	202257	WF SEWAGE TREATMENT SYSTEM	1-Jul-04	Noncontributing
S-200	201420	PUBLIC QUARTERS G	1-Jul-44	Pre-existing Building (Non-Navy)
S-201	201421	GARAGE DETACHED QUARTERS E	1-Jul-44	Pre-existing Building (Non-Navy)
S-204	201679	PUBLIC QUARTERS F	1-Jul-44	Pre-existing Building (Non-Navy)
S-207	201680	PUBLIC QTRS E	1-Jul-44	Pre-existing Building (Non-Navy)
S-349	201464	MSNAP/MCDS OPS STORAGE	1-Jul-45	Contributing
S-350	201465	MSNAP/MCDS OPS STORAGE	1-Jul-45	Contributing
T-1	201138	TRESTLE-1 (ABANDONED)	1-Jul-43	Contributing
T-1A	202200	TRESTLE ONE (REPLACEMENT)	1-Jul-93	Noncontributing/ Not Yet 50
T-2	201136	TRESTLE-2	1-Jul-44	Contributing
T-3A	202307	TRESTLE 3A	22-Sep-09	Noncontributing/ Not Yet 50
		CLASSIFICATION YARD		Contributing
		RECEIVING AND DISPATCH YARD		Contributing
S-472	201843	DYMAXION DEPLOYMENT UNIT	1-Jul-44	Individually Eligible
DDU		DYMAXION DEPLOYMENT UNIT	1-Jul-44	Individually Eligible

Figure 42. NWS Earle northern portion map showing the NWS Earle Transshipment Historic District boundary in red (NAVFAC MIDLANT with modification by ERDC-CERL).



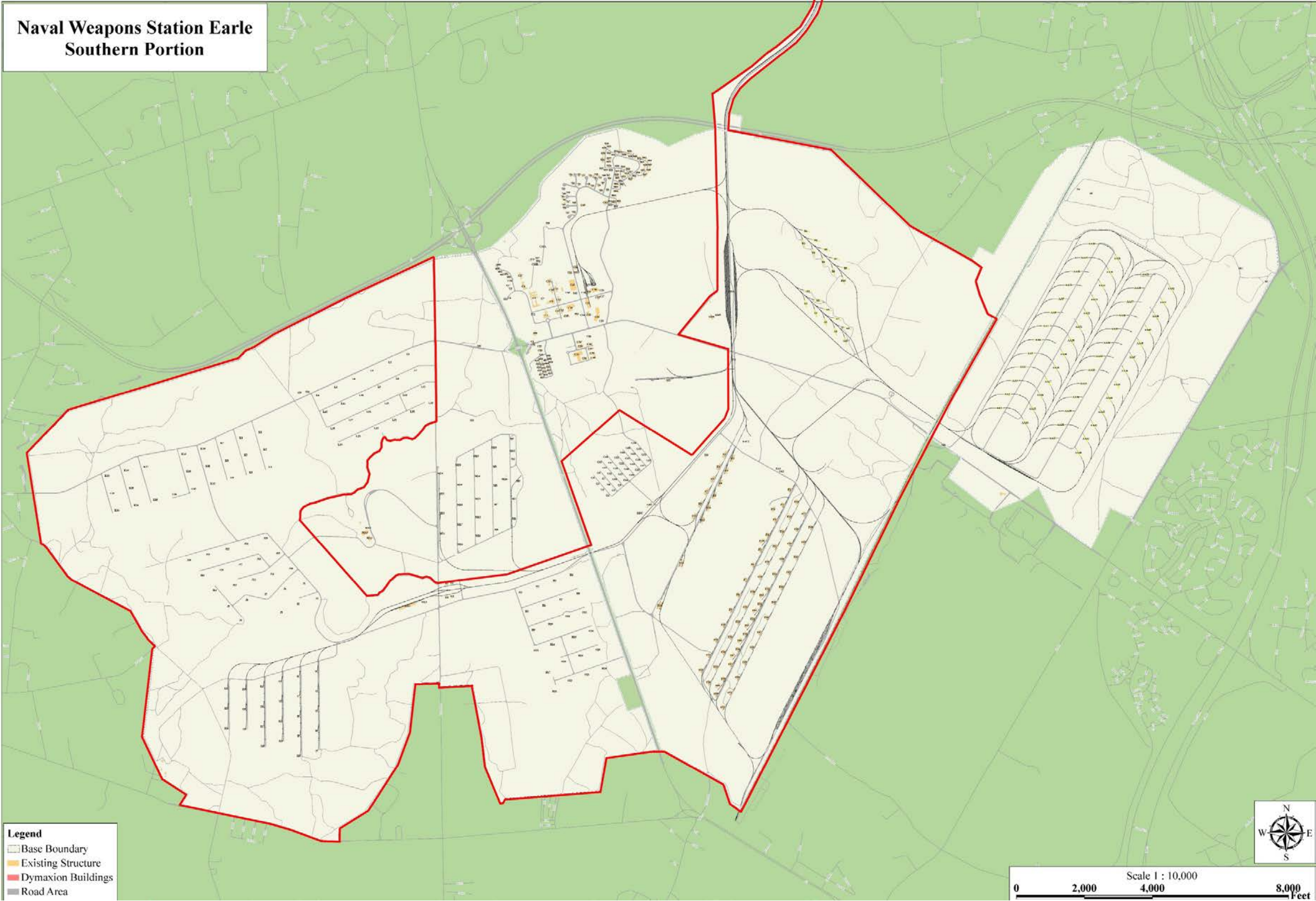
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Figure 43. NWS Earle central portion map showing the NWS Earle Transshipment Historic District boundary in red (NAVFAC MIDLANT with modification by ERDC-CERL).



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Figure 44. NWS Earle southern portion map showing the NWS Earle Transshipment Historic District boundary in red (NAVFAC MIDLANT with modification by ERDC-CERL).



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Landscape elements

The rail lines and roadways at NWS Earle are significant components of the transshipment process and the landscape of NWS Earle. Both the rail lines and roadways function today as they did during the period of significance. The rail lines physically and visually connect the piers (and ships), receiving and dispatching yard, classification yard, and many of the storage facilities (Figure 45–Figure 49). Normandy Road connects the piers and waterfront with the southern portion of the installation, allowing transportation of munitions by vehicle or truck (Figure 50–Figure 51).

Figure 45. Rail lines in D-Area (ERDC-CERL, 2010).



Figure 46. Classification Yard (ERDC-CERL, 2010).



Figure 47. Track along F-43, 1960. (NWS Earle Cultural Resources).



Figure 48. Rail lines and magazines (ERDC-CERL, 2010).



Figure 49. Railway access to magazines (ERDC-CERL, 2010).



Figure 50. Tracks along Normandy Road go under the New Jersey Transit railroad bridge (HB2), 1952 (NWS Earle Cultural Resources).

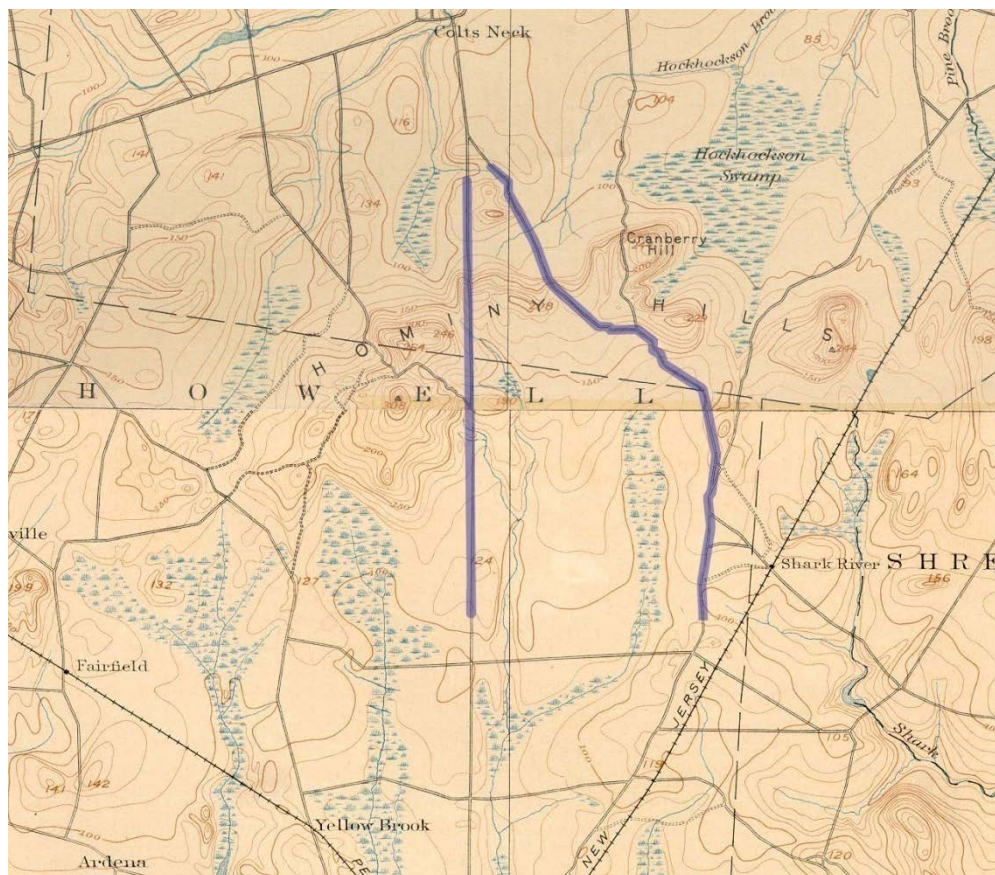


Figure 51. Tracks along Normandy Road, 1947 (NWS Earle Cultural Resources).



All roadways and rail lines from the period of significance within the historic district are contributing landscape features (Figure 53–Figure 55). This includes all roadways that are used for vehicular access to the storage facilities (in direct support of the mission) but does not include supporting elements such as firebreak roads. Route 34 and Colts Neck Road (Guadalcanal Road) predated the installation and appear on a 1901 map (highlighted in blue on Figure 52); however, Route 34 was realigned and straightened, most likely when the installation was built. While Asbury Avenue is not on the 1901 map, the vehicular bridge over the Central Railroad of New Jersey (CRRNJ) rail lines was built in 1935 and thus predates the installation. Therefore, it is likely that Asbury Avenue also predates the installation and was built between 1901 and 1935.

Figure 52. A 1901 map with roads in the vicinity of the future location of NWS Earle; Route 34 and Colts Neck Road (Guadalcanal Road) have been highlighted in blue (Rutgers Special Collections).



Additionally, one of the bridges, HB2A, where Asbury Avenue crosses over the CRRNJ tracks, is listed as being built in 1935 and thus predates the installation. Two of the bridges, HB7 and HB4, were determined eligible

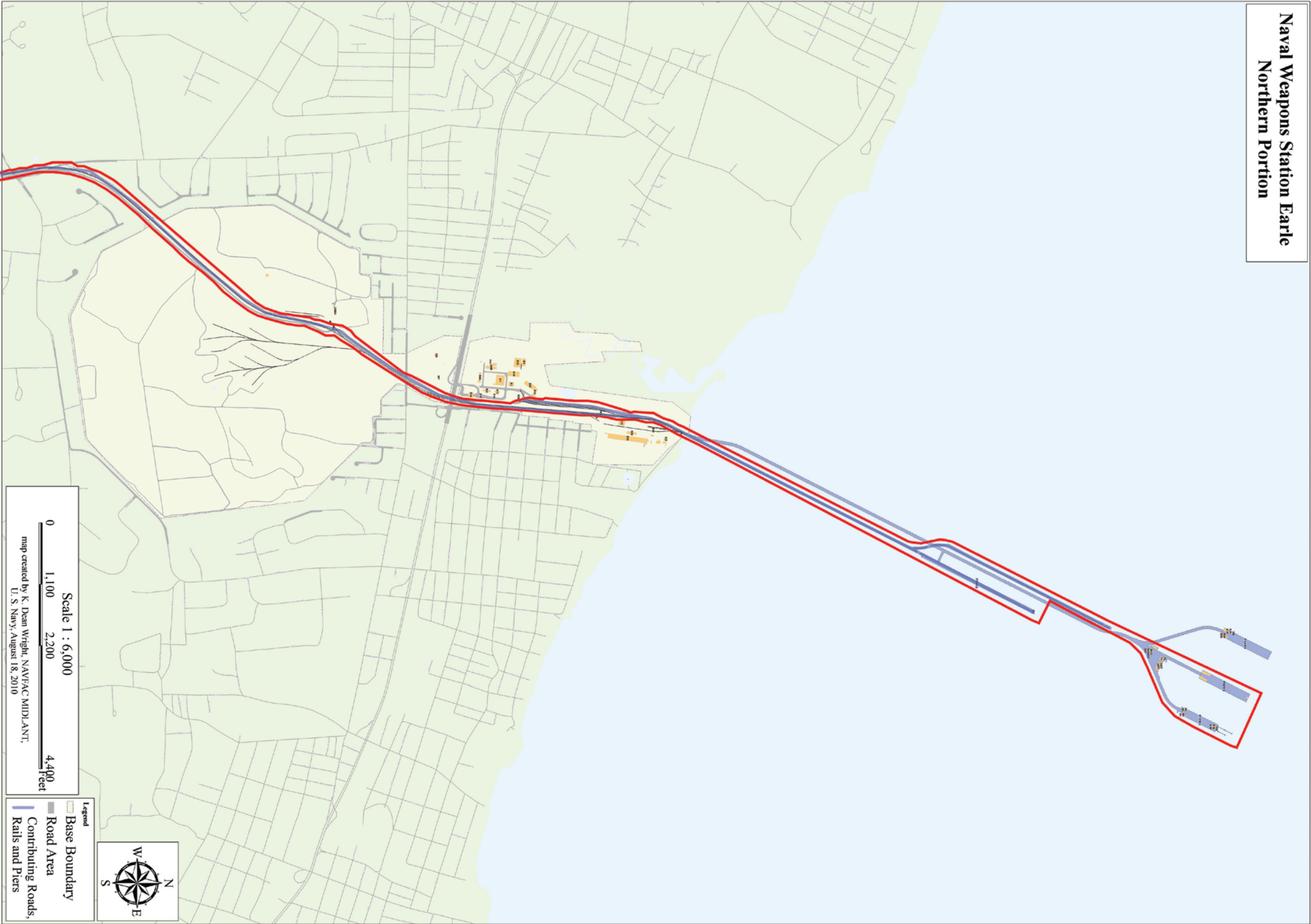
by the NJ SHPO in 1994 and 1995, but they were either demolished and rebuilt or substantially reconstructed following consultation. They are no longer eligible and are noncontributing resources to the proposed Transshipment Historic District. However, the rail line retains its integrity. In addition, some of the rail, lighting, and safety mechanisms have been replaced over the years; however, this does not affect the significance and integrity of the rail system.

An MOA was completed in December 2002 (see Appendix C) for the “Pier Complex Replacement Project,” which covered the removal and rebuilding of Pier 3. Pier 2 was covered in this MOA and as a result, Pier 2 could be removed with no further documentation; however, the 2002 MOA does not mention Trestle 1 and Pier 1. Pier 4 is also not mentioned, but it was built in the 1990s and is not historic. The 2007 Marble report stated that the loss of the original Pier 3, the construction of the new Pier 3, and the addition of Pier 4 irrevocably changed the landscape. It stated that the landscape “has been altered by such an extent, it is likely non-recognizable to a Navy Officer from WWII” (A.D. Marble & Co. 2007, 266).

We do not agree. Pier 1, Trestle 1, Pier 2, and Trestle 2 remain today. While in poor condition and lacking some integrity, they are in the same location and remain visible in the landscape. The new Pier 3A and Trestle 3A were built in the exact location, and as a result have been included in our proposed historic district boundary as noncontributing features. The landscape around the piers, even with the addition of Pier 4, still appears similar to the historic landscape. The piers continue to function as they did historically, providing docking for ships, off-loading and transport of weapons by both rail and truck, and the buildings and structures provided recreation for seamen at port. Most significant to the proposed district at NWS Earle is “preserving” the transshipment process, and it is our opinion that this process is still visible in the landscape today.

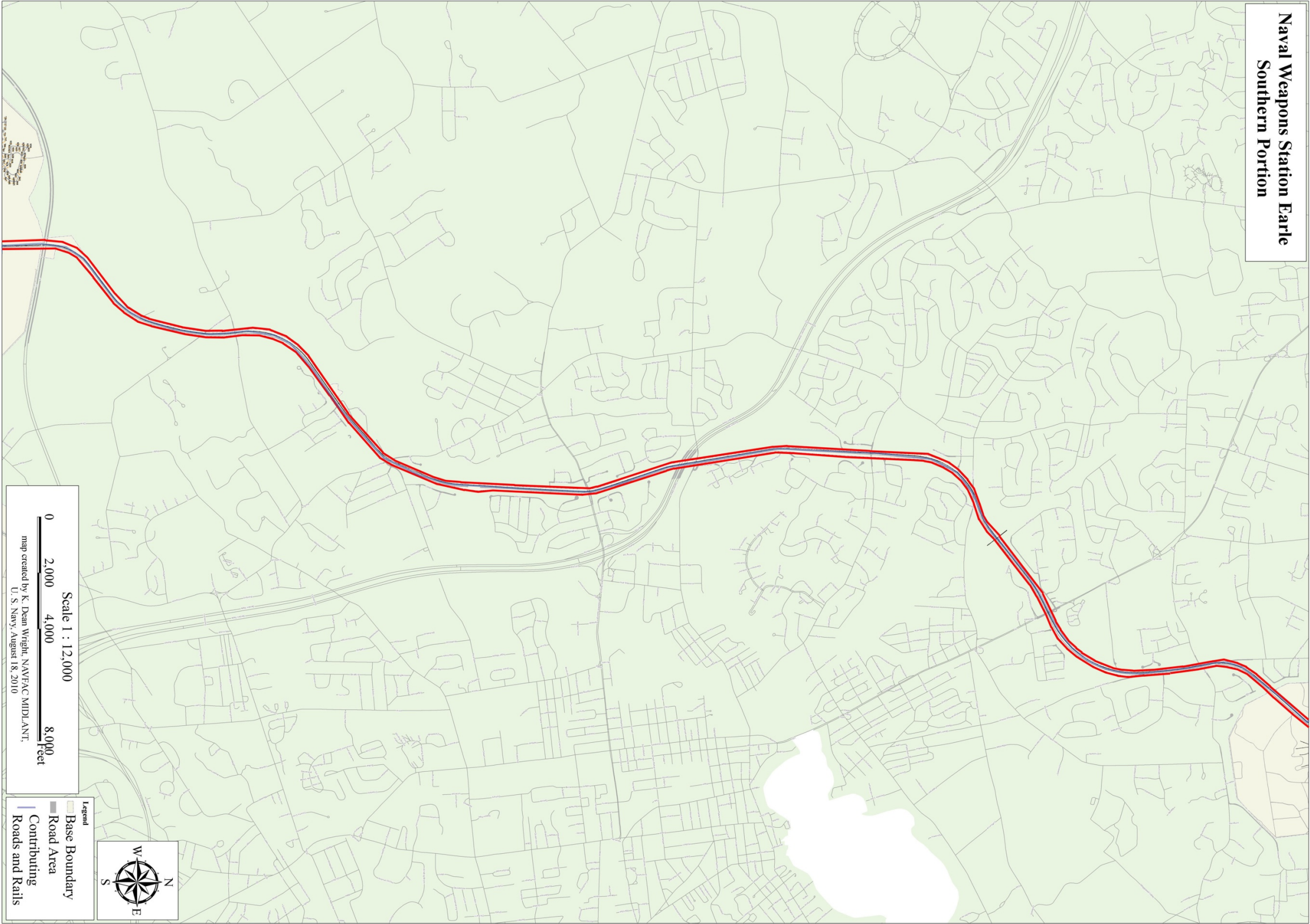
While Pier 1 and Pier 2 are contributing to the historic district today, the historic district boundaries may need to be adjusted when and if these piers are removed. Moreover, the whole district may need to be re-evaluated in the event that both Piers 1 and 2 are demolished, because the piers bookend the whole district and are key in the transshipment theme. Today, the facility in its entirety still responds to world events as it did historically.

Figure 53. NWS Earle northern portion map depicting contributing roads and rail lines in blue (NAVFAC MIDLANT with ERDC-CERL modifications).



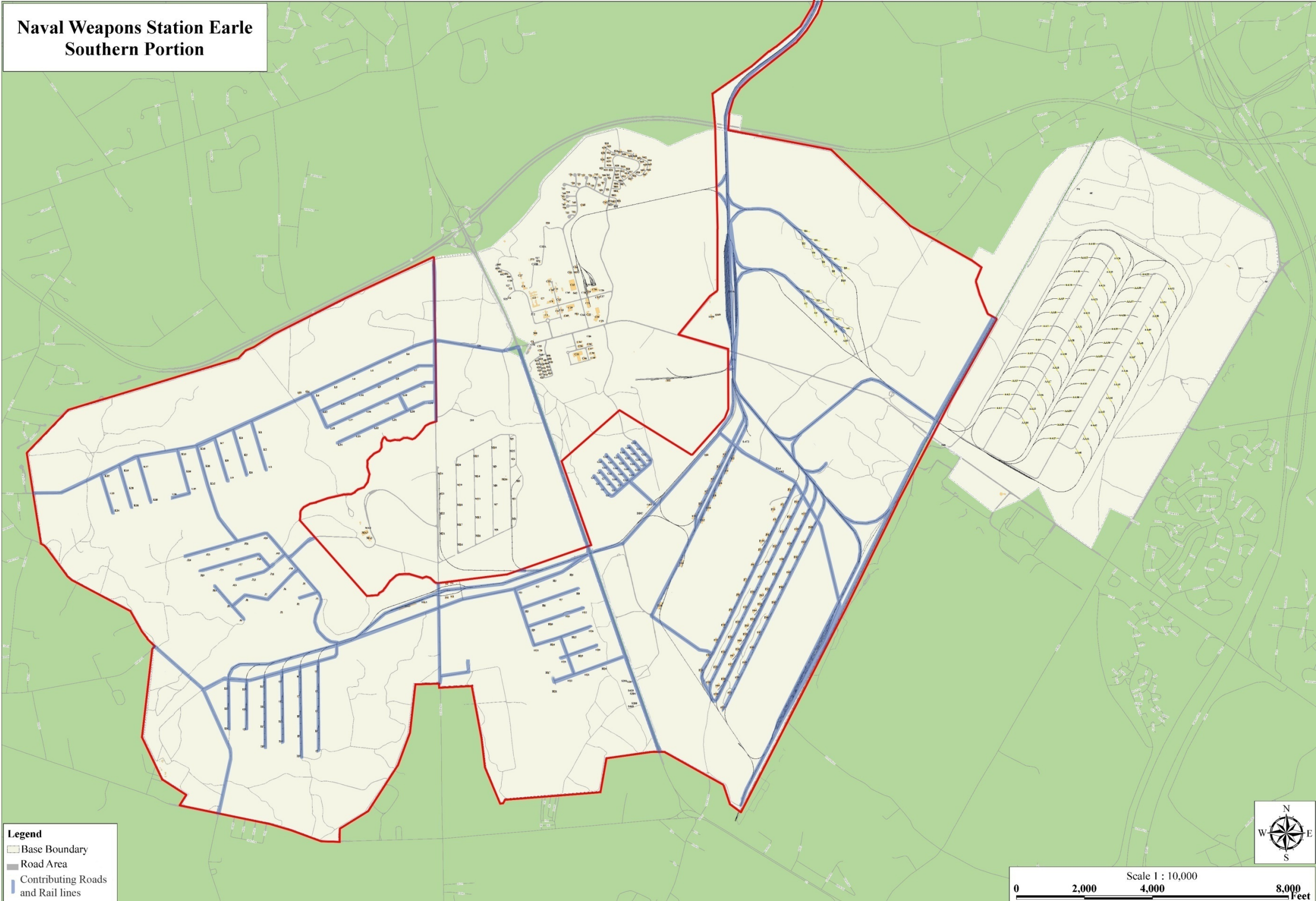
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Figure 54. NWS Earle central portion map depicting contributing roads and rail lines in blue (NAVFAC MIDLANT with ERDC-CERL modifications).



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Figure 55. NWS Earle southern portion map depicting contributing roads and rail lines in blue (NAVFAC MIDLANT with ERDC-CERL modifications).



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4 Conclusion

With the current reassessment, this report has determined that portions of NWS Earle are eligible to the NRHP as a historic district under both Criteria A and C. The period of significance is from 1943 to 1945. This reassessment finds that of the 422 buildings, structures, and landscapes constructed during the period of significance, there are 302 buildings, structures, and landscapes in the historic district and of those, 263 are contributing features of the proposed NWS Earle Transshipment Historic District and are eligible for the NRHP under Criteria A and C.³ These contributing features include the vast majority of ammunition storage facilities, the roadways, railways, yards, and remaining historic piers and trestles. They are all significant features in the transshipment process.

This report concurs with the 2007 Marble report's findings that there are no extant buildings significant for their association with the African-American experience at NWS Earle. In addition, this report finds the seven Dymaxion Deployment units are individually eligible for the National Register under Criterion C for architecture and their association with the architect R. Buckminster Fuller.

Recommendations

This report recommends a programmatic agreement be executed with the NJ SHPO which would define appropriate treatment of historic properties, streamline the Section 106 consultation process, and identify actions having no adverse effect on historic properties that would not require consultation.

While this report serves to re-evaluate the determinations of previous reports, ERDC-CERL was not tasked with analyzing the integrity of every building. It is recommended that NWS Earle fund a complete integrity analysis of all buildings within the historic district boundaries built during the period of significance to determine final eligibility, since some may not have sufficient remaining integrity to contribute to the district. This can be done during the categorization of the built environment, which would be completed as part of the proposed programmatic agreement.

³ Changes were made to these findings in 2013, and totals were increased. See Appendix G (Table 4) for the final determination of the historic district.

During the categorization of the built environment, an analysis of character-defining features should be performed for exterior elements. The focus should be on exterior features, since the facilities are not individually eligible but are eligible as contributing resources to the historic district. Potential effects on the district would be limited to exterior modifications to the buildings. Additionally, as required by the Department of Defense Ammunition Storage Program Comment, the Navy has already documented representative examples of the basic types of both above- and below-ground ammunition storage facilities constructed during World War II and the Cold War, so the interior features have been adequately documented.

In the future, the Navy needs to look at the use of Areas M and N. Because there were changes affecting their historic integrity during the Cold War the two areas are not yet the required 50 years of age and therefore, do not fit into the World War II period of significance defined in this report.

NWS Earle should also complete a Historic American Building Survey (HABS) on the Dymaxion units.

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- _____. 2010. *Integrated Cultural Resources Management Plan (ICRMP) 2011 to 2015 Naval Weapons Station Earle Monmouth County, New Jersey*. Prepared for US Navy–Naval Facilities Engineering Command, Mid-Atlantic Division, Norfolk, VA; and NWS Earle (Public Works Directorate), Colts Neck, NJ.
- Benshimol, Ernest J. 1945. *History of U.S. Naval Ammunition Depot Earle, New Jersey (August 1945)*. Record Group 181 (Commandant Files of the Third Naval District) of the National Archives and Records Administration, Northeast Branch, New York, New York. Subject Files (ACC No. A12-1(1)), Location No R105-6-4-5, Box 422. Also filed at Naval Weapons Station Earle, Public Affairs Office.
- Garner, John S. 1993. *World War II Temporary Military Buildings*. Champaign, IL: USACERL Technical Report CRC-93/01. Champaign, IL: US Army, Construction Engineering Research Laboratory.
- Loechl, Suzanne K., Susan I. Enscoe, Megan W. Tooker, and Samuel A. Batzli. 2009. *Guidelines for Identifying and Evaluating Historic Military Landscapes*. ERDC/CERL TR-09-6. Champaign, IL: Engineer Research and Development Center–Construction Engineering Research Lab.
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- NPS (National Park Service). 1991. *National Register Bulletin #15: How to Apply the Nation Register Criteria for Evaluation*. Washington, D.C.: Department of the Interior, National Park Service.
- _____. 1997a. *National Register Bulletin #16 How to Complete the National Register Registration Form*. Washington, D.C.: Department of the Interior, National Park Service.
- _____. 1997b. *National Register Bulletin #21: Defining Boundaries for National Register Properties*. Prepared by Donna J. Seifert, Barbara J. Little, Beth L. Savage, and John H. Sprinkle, Jr. Washington, DC: US Department of the Interior, National Park Service. NOTE: Appendix of this bulletin contains the former NRB #12: Definition of National Register Boundaries for Archaeological Properties.
- R. Christopher Goodwin & Assoc. 2008. *Ammunition and Explosive Storage for the Navy (1939-1989) and the Air Force (1946-1989)*. Prepared for US Navy, Naval Facilities Engineering Command and the US Air Force Center for Environmental Excellence.

Wasch, Diane Shaw, Perry Bush, Keith Landreth, and James Glass. 1992. *World War II and the Army Mobilization Program: A History of 700 and 800 Series Cantonment Construction*. Washington DC: Government Printing Office.

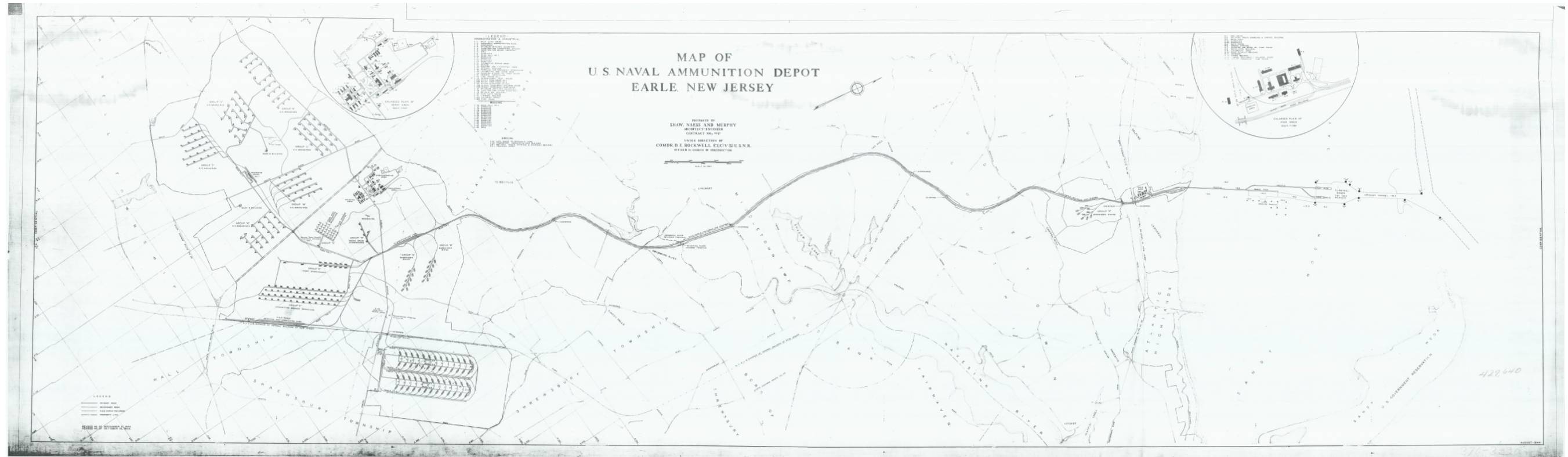
Whelan, Deborah C., Leo Hirrel, William T. Dod, J. Hampton Tucker, and Katherine Grandine. 1997. *Historic Context for Department of Defense Facilities World War II Permanent Construction*. Frederick, Maryland: R. Christopher Goodwin & Associates, Inc.

Appendix A: Historic Maps

The following maps were located at the National Archives in College Park, Maryland and were used in helping to determine integrity (Figure 56–Figure 58).

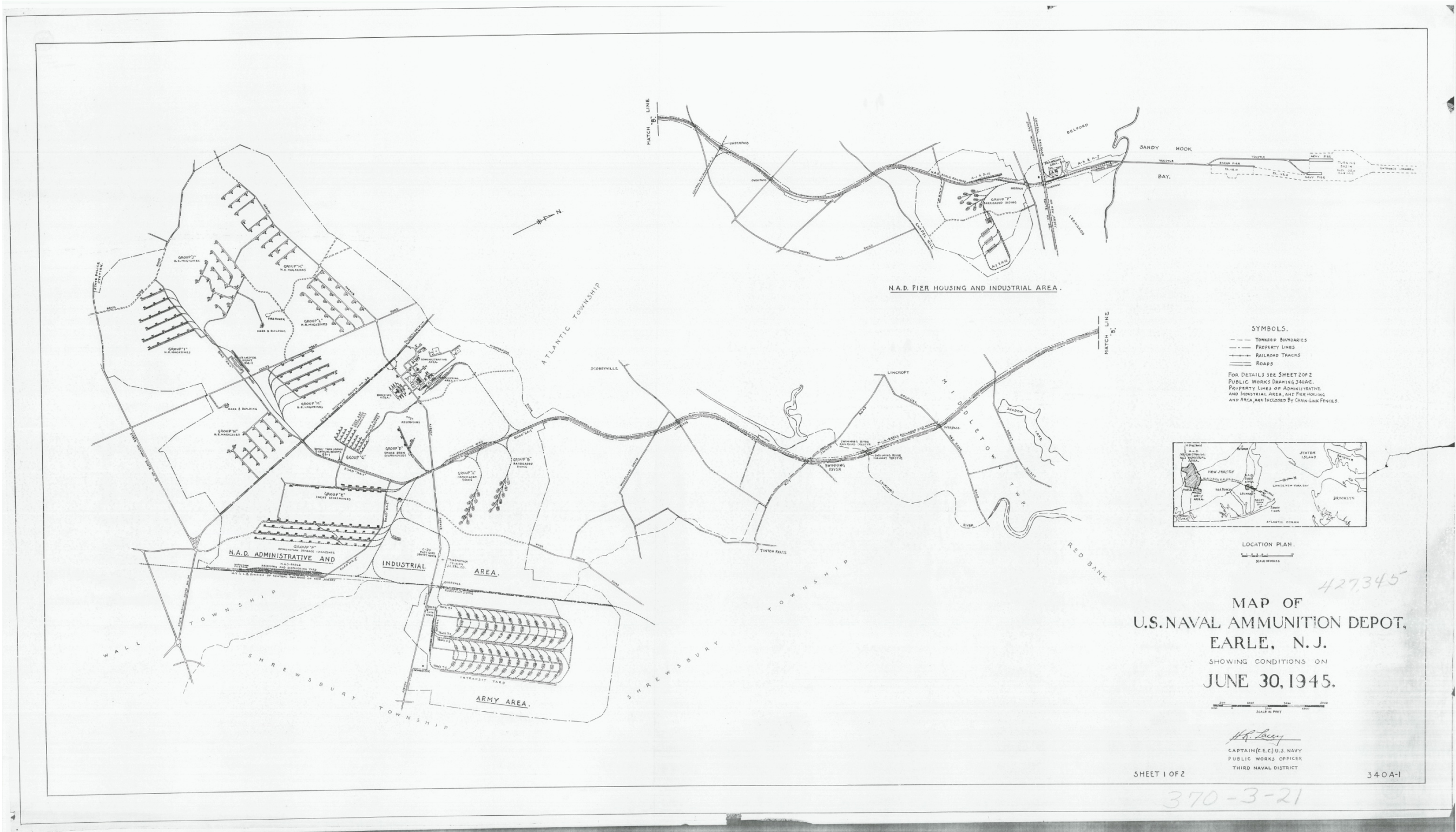
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Figure 56. Map of US Naval Ammunition Depot Earle, 1945 (NARA College Park).



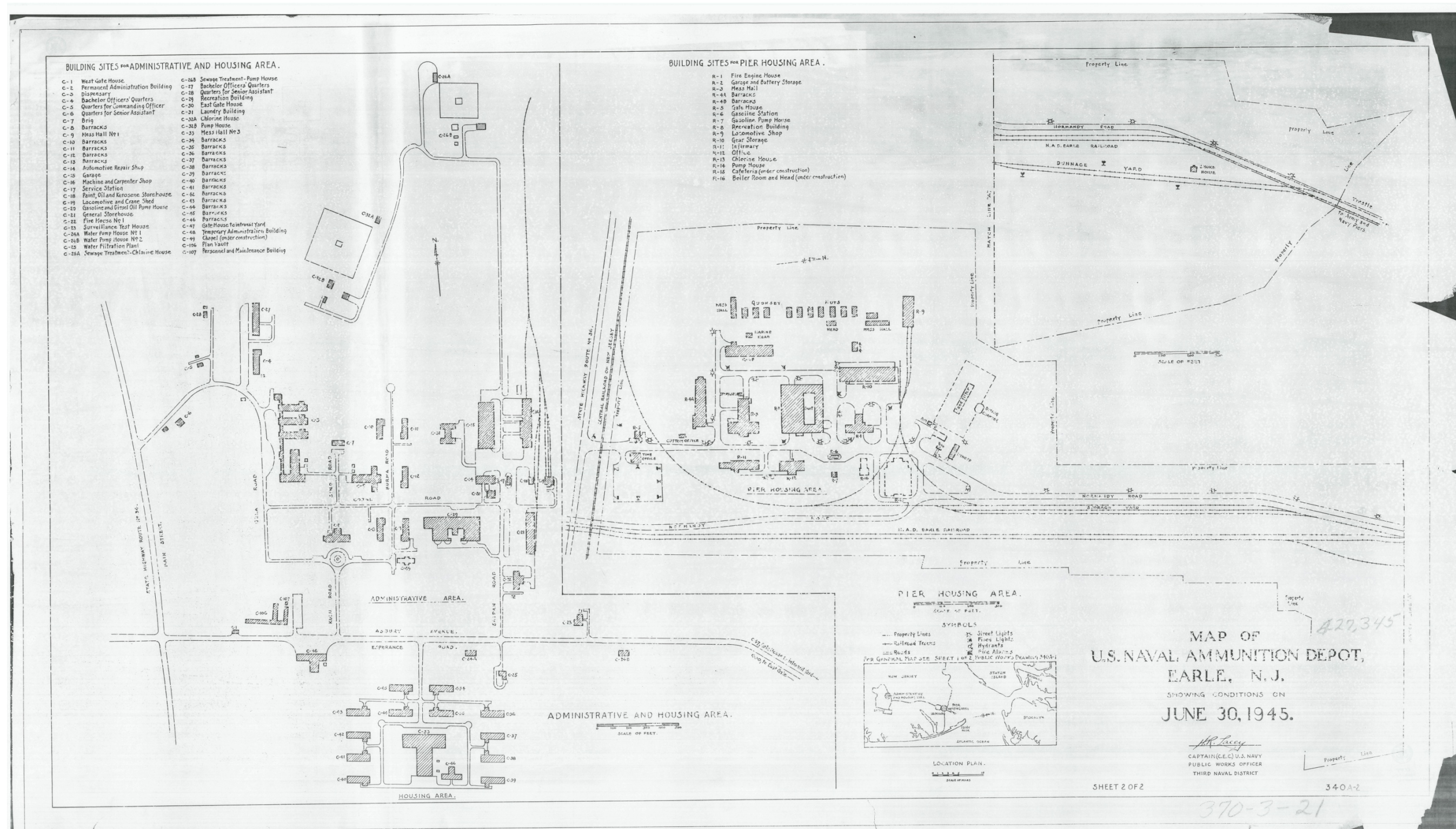
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Figure 57. Map of US Naval Ammunition Depot Earle, indicating which portions were owned by the Army, 1945 (NARA College Park).



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Figure 58. Map of US Naval Ammunition Depot Earle Administrative and Pier areas, 1945 (NARA College Park).



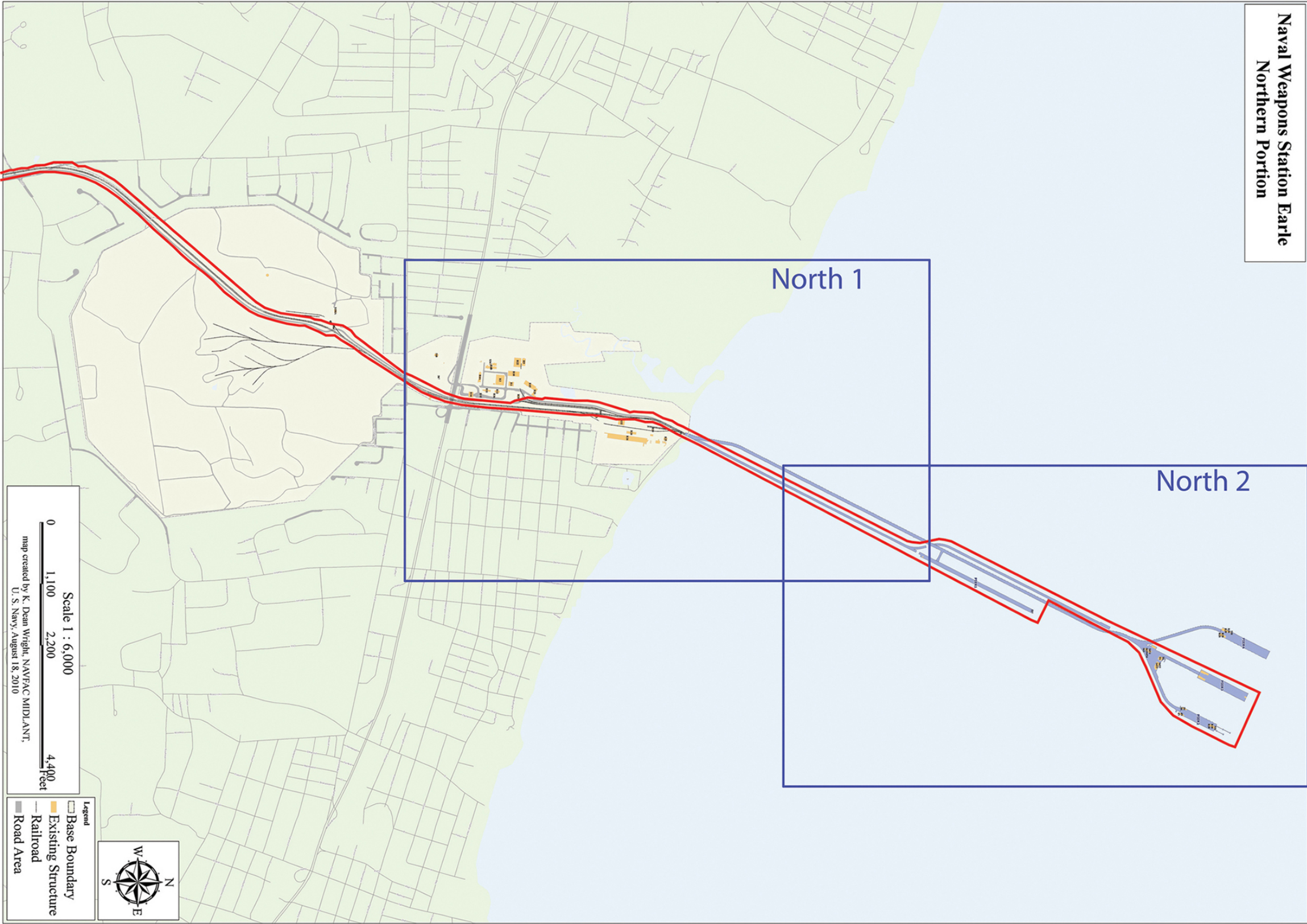
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Appendix B: Current Maps

NWS Earle maps provided by NAVFAC MIDLANT and modified by ERDC-CERL to show the proposed boundaries of the historic district (Figure 59–Figure 68).

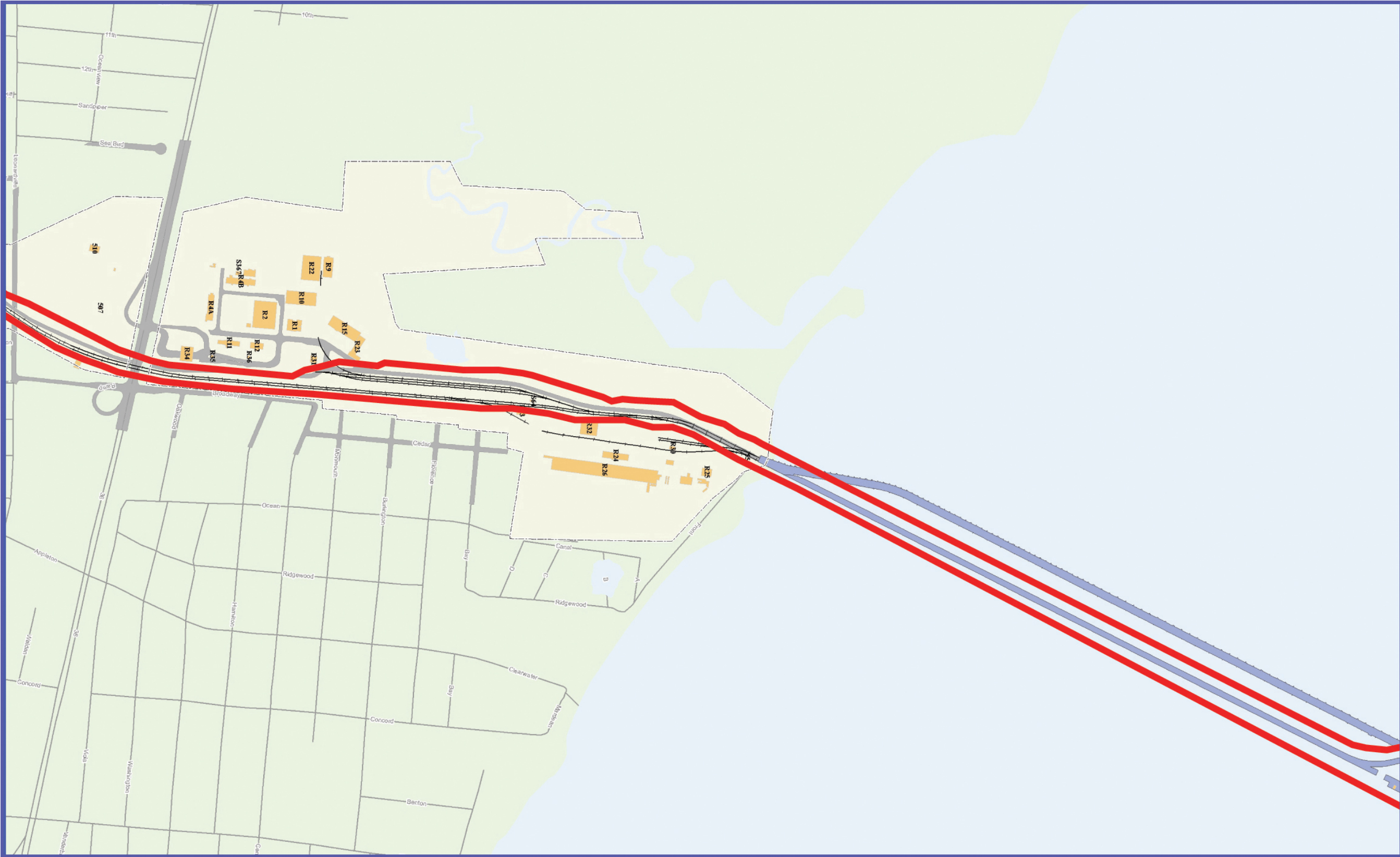
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Figure 59. NWS Earle northern portion map showing the NWS Earle Transshipment Historic District boundary in red with area maps highlighted (NAVFAC MIDLANT with ERDC-CERL modifications).



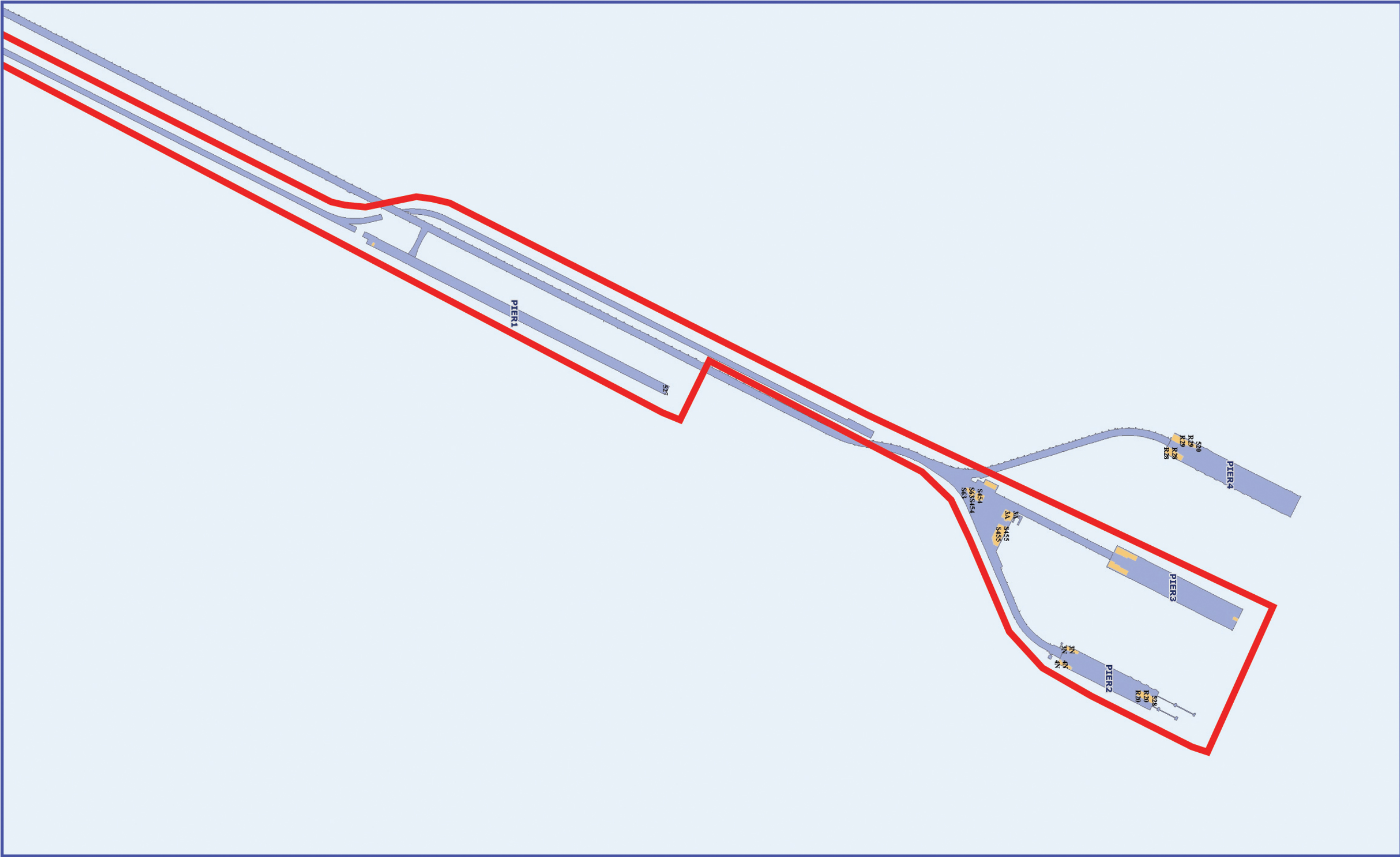
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Figure 60. Waterfront area map “North 1” (NAVFAC MIDLANT with ERDC-CERL modifications).



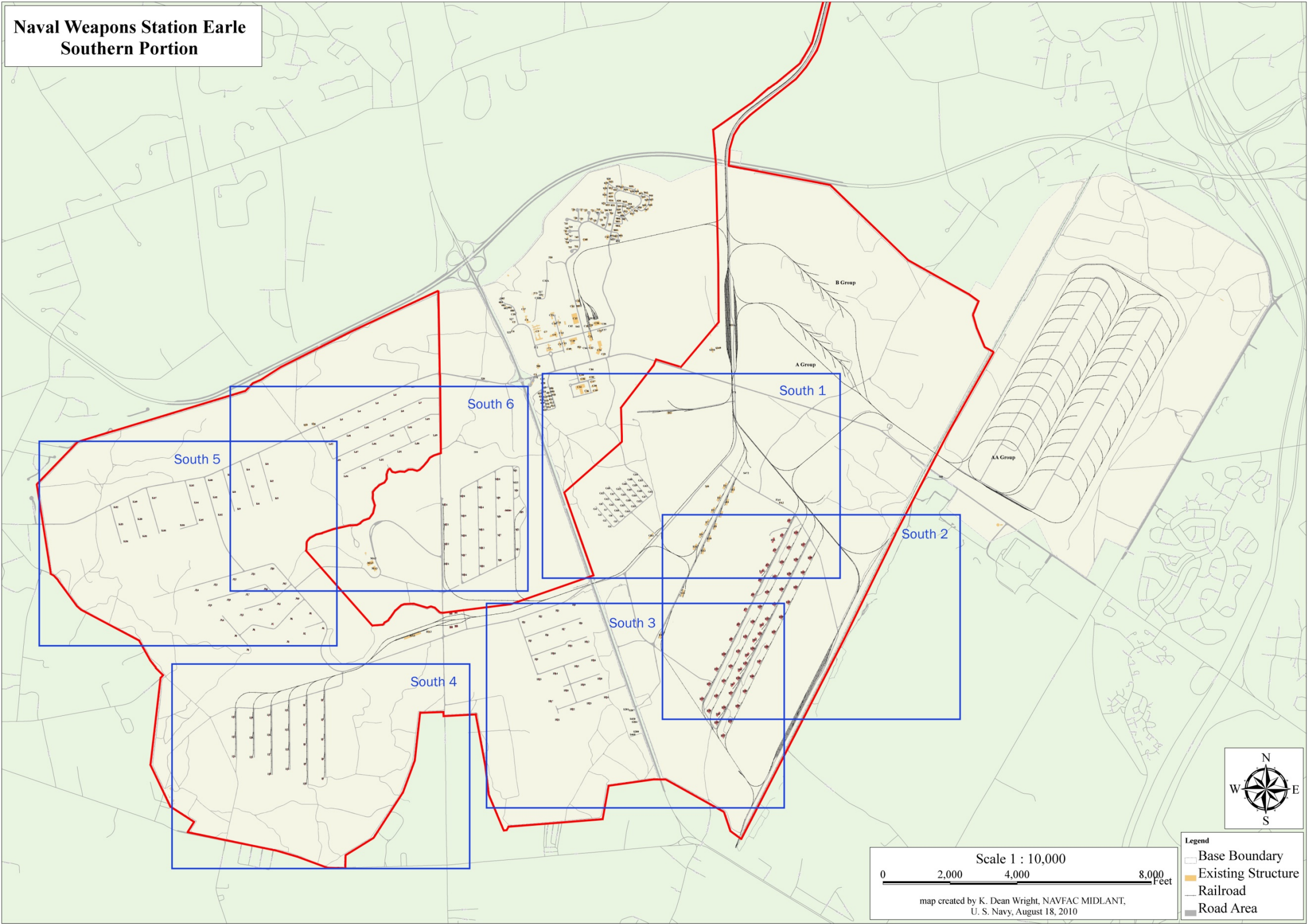
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Figure 61. Waterfront area map “North 2” (NAVFAC MIDLANT with ERDC-CERL modifications).



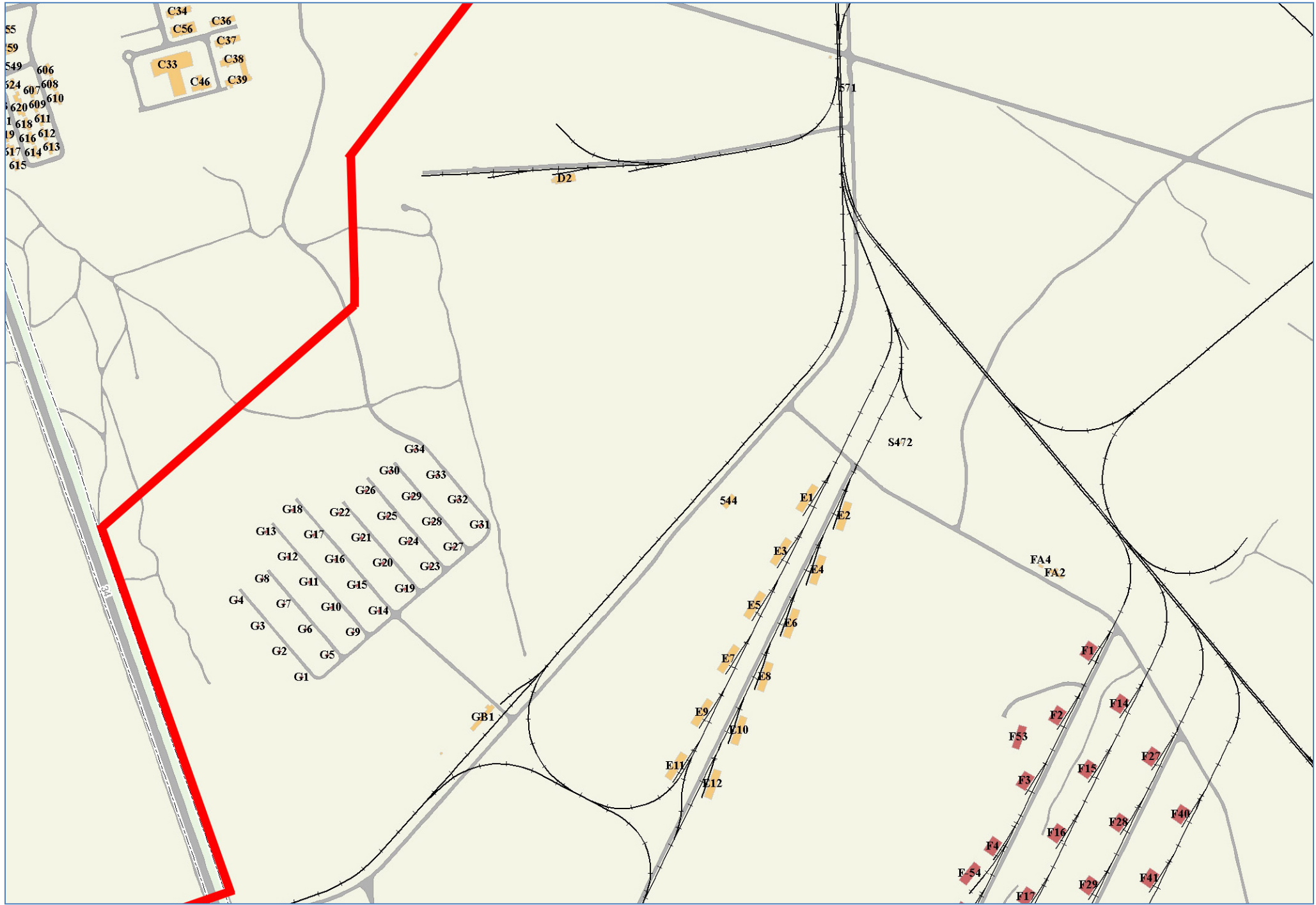
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Figure 62. NWS Earle southern section map showing the NWS Earle Historic District boundary in red with area maps highlighted in blue ((NAVFAC MIDLANT with ERDC-CERL modifications).



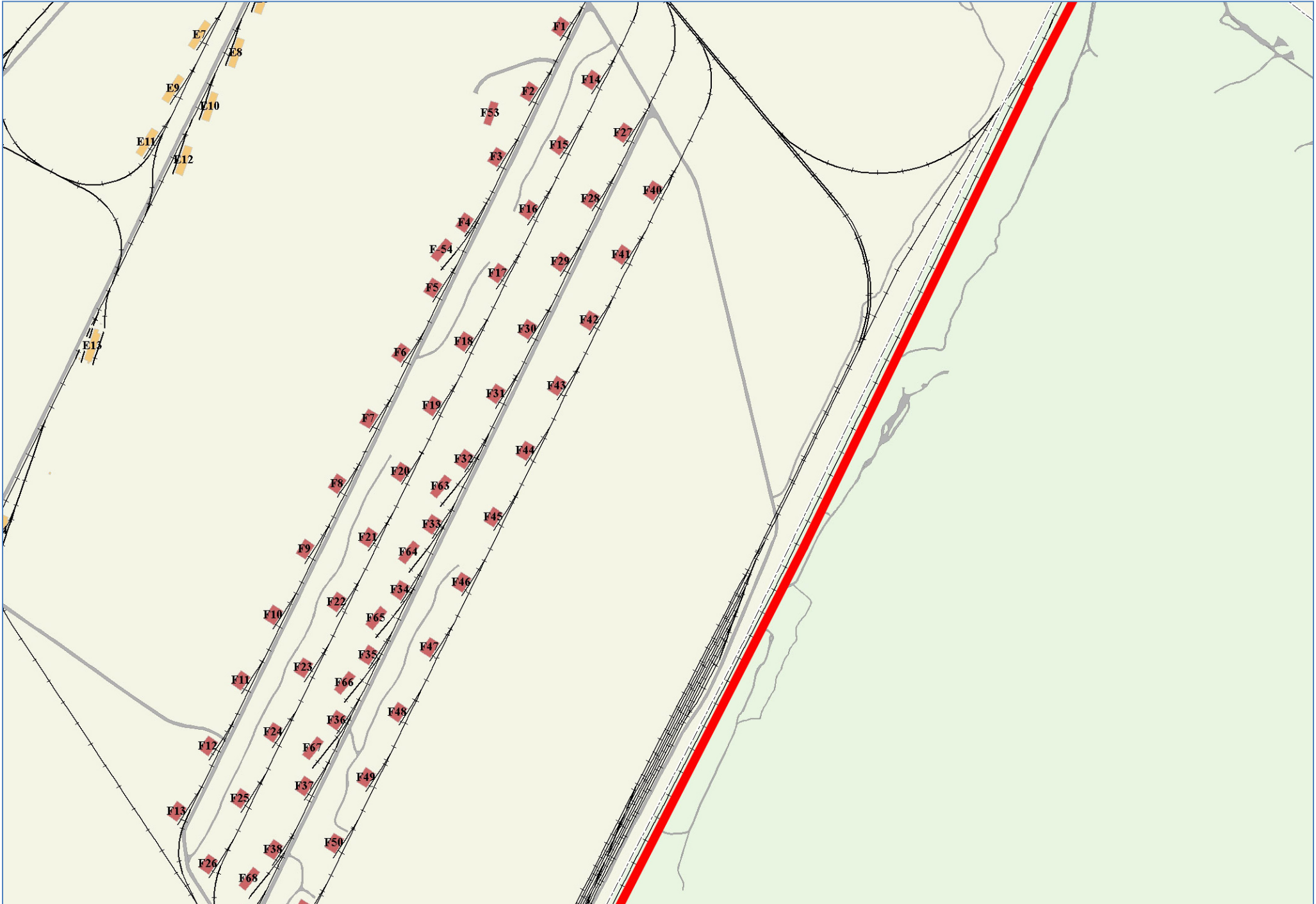
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Figure 63. Southern area map “South 1” (NAVFAC MIDLANT with ERDC-CERL modifications).



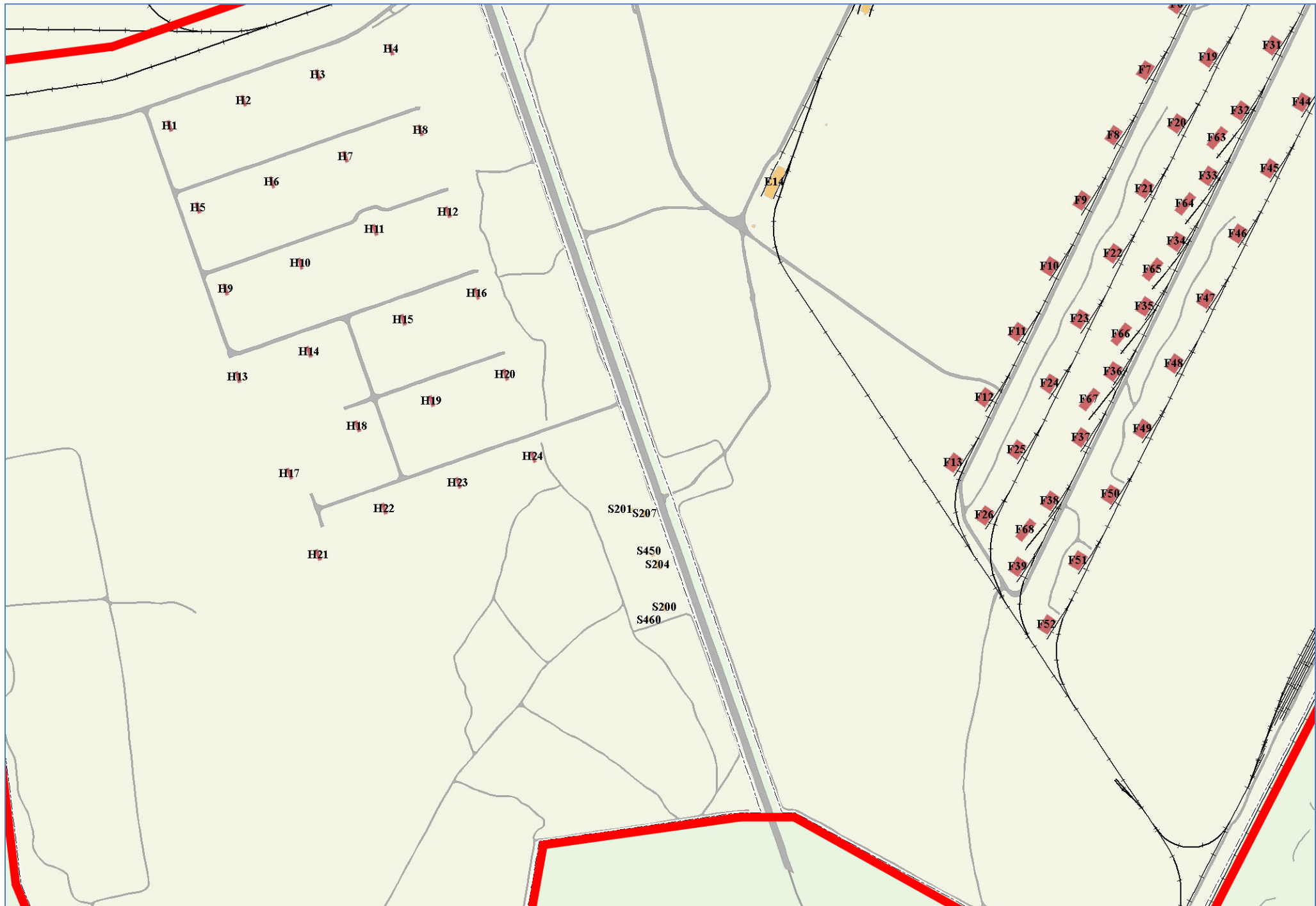
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Figure 64. Southern area map “South 2” (NAVFAC MIDLANT with ERDC-CERL modifications).



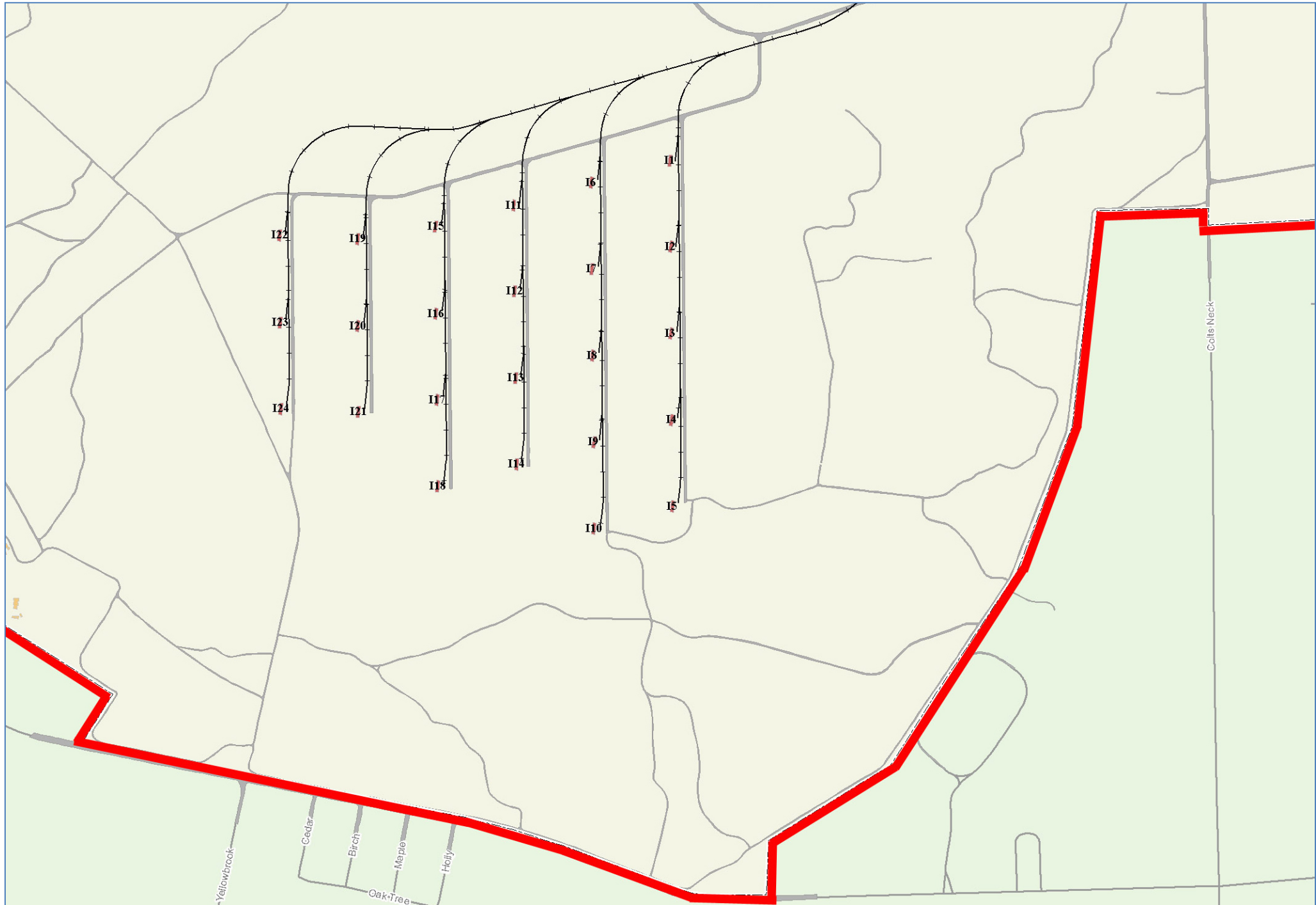
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Figure 65. Southern area map “South 3” (NAVFAC MIDLANT with ERDC-CERL modifications).



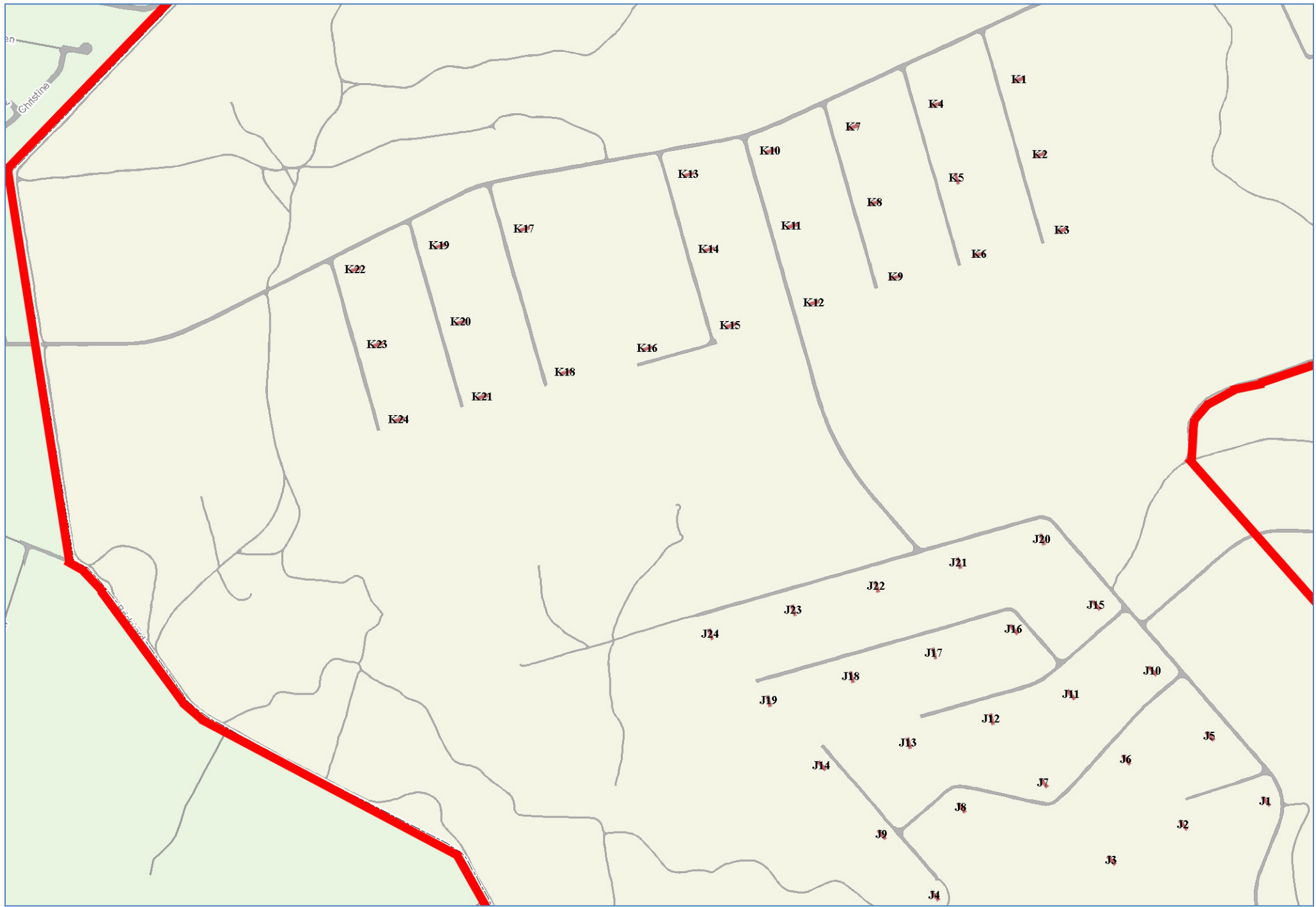
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Figure 66. Southern area map “South 4” (NAVFAC MIDLANT with ERDC-CERL modifications).



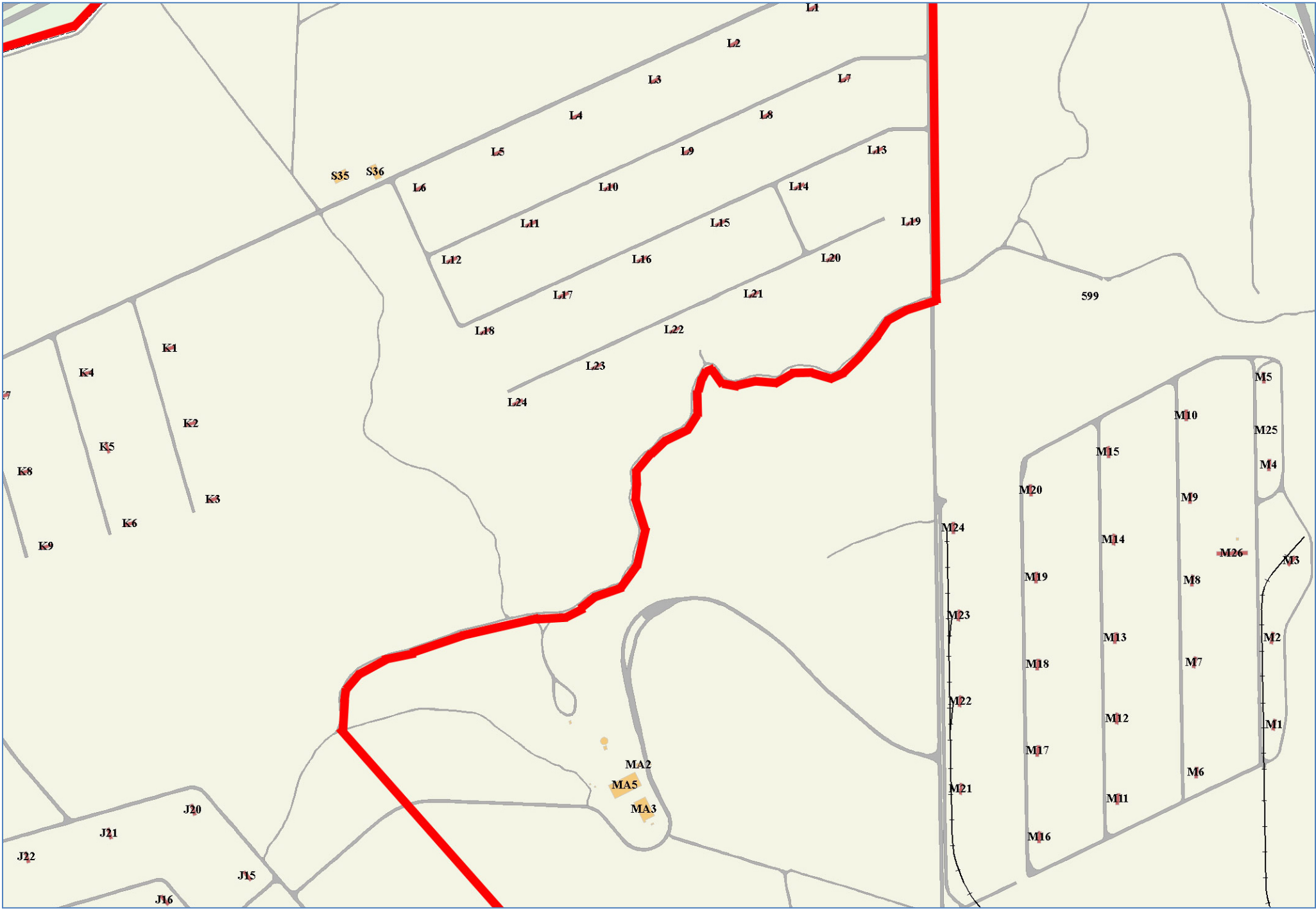
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Figure 67. Southern area map “South 5” (NAVFAC MIDLANT with ERDC-CERL modifications).



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Figure 68. Southern area map “South 6” (NAVFAC MIDLANT with ERDC-CERL modifications).



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Appendix C: Pre-2010 Correspondence

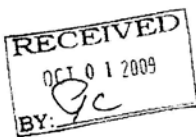
Pre-2010 correspondence related to NWS Earle is reproduced here in date order, from the most recent correspondence to the older correspondence.


State of New Jersey
 DEPARTMENT OF ENVIRONMENTAL PROTECTION
 NATURAL & HISTORIC RESOURCES, HISTORIC PRESERVATION OFFICE
 PO Box 404, Trenton, NJ 08625
 TEL: (609) 984-0176 FAX: (609) 984-0578
 www.state.nj.us/dep/hpo

HPO-12009-201 PROD
07-1469-1 & 2

JON S. CORZINE
Governor

MARK N. MAURIELLO
Acting Commissioner



September 28, 2009

Patricia Chizmadia
 Natural Resources Specialist
 Naval Weapons Station Earle
 NAVFAC Mid-Atlantic PWD Earle Environmental Division
 Code PRE4
 201 Hwy 34, Building C-23
 Colts Neck, NJ 07722-5031

Re: Cultural Resources Survey of Naval Weapons Station Earle
Monmouth County - Colts Neck Township, Middletown Township, Tinton
Falls Borough, Wall Township, and Howell Township

Dear Ms. Chizmadia:

These comments were prepared in reply to Captain G.A. Maynard's letter requesting review and concurrence with the following cultural resources survey report, submitted by the U.S. Navy in accordance with Section 110 of the National Historic Preservation Act and received by the New Jersey Historic Preservation Office (HPO) on June 11, 2007:

Amisson, Elizabeth, Catherine Druzak, John Lawrence, and Philip Pendleton
 January 2007 *Cultural Resources Survey Report, Naval Weapons Station Earle, Colts Neck, Monmouth County, New Jersey. A.D. Marble & Company, Conshohocken, PA. Prepared for NAVFAC Mid Atlantic - Norfolk, VA.*

As stated in the cover letter, the purpose of the submitted report is to serve as a summary of three cultural resources investigations, the above-referenced A.D. Marble Survey and two previous surveys conducted at Naval Weapons Station (NWS) Earle. The two previous surveys are the 1991 *Cultural Resources Assessment for Naval Weapons Station Earle, Colts Neck, New Jersey*, prepared by Ecology & Environment, Inc. and the 1999 *Architectural Resources Survey, Naval Weapons Station Earle, Monmouth County, New Jersey*, prepared by Cultural Resources Group, Louis Berger and Associates, Inc. The 1991 Ecology and Environment, Inc. report focused heavily on

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archaeological resources at Earle and only those structures that predated the Navy's initial construction during World War II. None of the structures built during World War II or later were surveyed at the intensive level or recommended eligible for listing in the New Jersey and National Registers of Historic Places. The 1999 Louis Berger and Associates architectural survey concluded that NWS Earle did not constitute a comprehensive historic district, but recommended 18 architectural resources (11 groupings of buildings/structures and 7 individual buildings/structures) eligible for listing on the New Jersey and National Registers of Historic Places and identified one previously listed archaeological site.

HPO staff disagreed with the eligibility conclusions reached in the 1999 architectural survey and the Deputy State Historic Preservation Officer issued an Opinion of Eligibility for the Naval Weapons Station Earle (Naval Ammunition Depot Earle) Historic District on January 29, 2001. The HPO determined that the entire installation constituted a historic district that was eligible under both Criterion A and C and that all of the structures built within the recommended period of significance (1943-1953) should be considered contributing to the district. NWS Earle was one of nine ammunition depots built by the Navy between 1941 and 1944 to augment nine depots previously established. Among these ammunition depots, NWS Earle was one of four at which rapid transshipment of ordnance from manufacturer and/or storage to the war fronts was the overriding wartime mission. Of those four, it was the only one located on the East Coast. Most specifically and importantly, through NWS Earle flowed the greater part of the ammunition used by both the Navy and Army in the European Theater following the Normandy landings on D-Day in June 1944. A copy of the complete 2001 SHPO Opinion of Eligibility is enclosed with this letter.

Presently, as stated in Captain Maynard's letter, the Navy disagrees with the HPO's 2001 determination that Naval Weapons Station Earle constitutes a comprehensive historic district.

While the Navy does not contest the exceptional historical significance of Naval Weapons Station Earle, it is the Navy's position that the demolition of period structures, alterations to extant structures, and construction of modern buildings have degraded the integrity of the installation to the point that it no longer constitutes a comprehensive historic district. As stated in the Executive Summary of the submitted report, A.D. Marble was tasked with re-evaluating the facility as a potential historic district and identifying the contributing and/or individually significant features within the facility in an effort to resolve this difference of opinion. Instead of one large historic district, the A.D. Marble report recommends the following groups of buildings/structures and individual buildings/structures eligible for listing in the New Jersey and National Registers of Historic Places:

1. Classification Yard
2. A Group A1-A10 Barricaded RR Sidings
3. B Group B1-B10 Barricaded RR Sidings
4. Locomotive Shops – Building C-19 & Building R9
5. E Group E1-E12 Storehouses
6. Transfer Depot – Building HA-1

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7. I Group J1-J24 Magazines
8. J Group J1-J24 Magazines
9. 7 Dymaxion Deployment Units: 5N, 6E, 8K(1), 8K(2), 111G, 5472, Bldg next to GB1
10. Naval PHST Inert Storage – Building GB1
11. Ammunition Reworking Facilities – Building E13 & Building E14
12. Locomotive Shop – Building C-50
13. Mine & Depth Charge Building – Building MA-3
14. Alexander Hamilton Steamship – already NR/SR listed

The submitted report states that “due to substantial alterations, NWS Earle does not retain sufficient integrity of design, setting, feeling, or association from the 1943 to 1953 period to convey its significance for contributions to the World War II and Korean War efforts. The individual pre-1954 buildings and structures within the installation lack cohesion due to widespread demolition of World War II and Korean War resources, as well as post-1953 construction. Therefore, the installation should not qualify as a National Register-eligible historic district.”

The HPO must, once again, respectfully disagree with the conclusions reached in the submitted cultural resources survey report. It is my opinion, as Deputy State Historic Preservation Officer, that the **Naval Ammunition Depot Earle (NAD Earle) Historic District** remains eligible for listing on the New Jersey and National Registers of Historic Places as a comprehensive historic district, as opinioned on 1/29/2001 (HPO-A2001-272 PROD). The HPO maintains that the period of significance, which extends from the beginning of construction in 1943 to the end of the Korean War in 1953 is appropriate and that all of the structures built during that period continue to contribute to the historic district.

As stated in the 2001 Opinion of Eligibility, the HPO recognizes that NWS Earle is an active station and must continue to fulfill its mission as an ammunition storage and supply depot, which requires changes and updates to the station facilities. The HPO also acknowledges that a number of significant structures at Earle have been demolished or modified. However, the remaining buildings/structures at NWS Earle continue to sufficiently convey the massive scale of the effort necessary to supply the U.S. military with ammunition in World War II and the Korea War. The layout, design, and appearance of a vast majority of the ammunition storage magazines, storehouses, and barricaded sidings remain virtually unchanged from the period of significance. With the exception of the loss of several support structures, Earle's transportation system, comprised of roadways and railroads, remains virtually intact, including the critical Normandy Road Corridor linkage between the Mainside and Waterfront areas and the original trestle which extends far out into Sandy Hook Bay.

According to the submitted report, approximately 184 structures built between 1943 and 1953 are no longer extant, representing a loss of 30% of the structures built within the period of significance. Although not all of these structures are identified by type, it appears that a majority of those demolished have been smaller support structures.

Of the 750 structures currently located on the installation, approximately 450 were built within the period of significance 1943-1953. This means that roughly 70% of the

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buildings/ structures built during the period of significance are extant. These 450 buildings/structures represent the largest, most concentrated, and most intact collection of World War II related resources in the State of NJ.

36 CFR Part 60.3(d) defines a historic district as "a geographical area which possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects connected historically or aesthetically by plan or physical development. A historic district conveys its importance as a unified entity even though it is often composed of a wide variety of resources." National Register Criterion C refers to historic districts as resources that "represent a significant and distinguishable entity whose components lack individual distinction." Naval Weapons Station Earle is an excellent representation of both of these definitions. While the submitted report argues that many of the structures do not possess individual architectural significance, many of the structures at NWS Earle do exemplify a type period or method of construction as required by Criterion C. The true significance of the buildings/ structures at NWS Earle is derived from their role as part of a larger system designed for a specific and historically significant purpose.

HPO staff concluded that NWS Earle retains a sufficient level of integrity of location, design, setting, materials, workmanship, feeling, and association to convey its exceptional historic significance.

Therefore, based upon a thorough review of the submitted survey report, the following represents the current status of cultural resources at Naval Weapons Station Earle:

- Hudson River Day Line steamship *Alexander Hamilton* Shipwreck Site – Listed on the New Jersey Register of Historic Places on 11/20/1973 and the National Register of Historic Places on 2/15/1974.
- Bridge HB7 (Normandy Road and Railroad over NJ Rt. 35) This bridge received a SHPO Opinion of Eligibility on 3/4/1994. The structure was substantially reconstructed following consultation with HPO. Therefore, it is my opinion, as Deputy State Historic Preservation Officer, that **Bridge HB7 is no longer individually eligible for listing on the New Jersey and National Registers of Historic Places.**
- Bridge HB4 (Normandy Road and Railroad over Swimming River) – This bridge received a SHPO Opinion of Eligibility on 8/11/1995. The structure was demolished and rebuilt following consultation with HPO. Therefore, it is my opinion, as Deputy State Historic Preservation Officer, that **Bridge HB4 is no longer individually eligible for listing on the New Jersey and National Registers of Historic Places, nor should it be considered a contributing element within the larger historic district.**
- Naval Ammunition Depot Earle Historic District – A SHPO Opinion of Eligibility issued for the historic district on 1/29/2001. As previously stated, it is my opinion as Deputy State Historic Preservation Officer, that the historic

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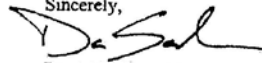
district remains eligible for listing in the New Jersey and National Registers of Historic Places. It should be noted that the name of the installation during the period of significance was Naval Ammunition Depot Earle, which makes it the appropriate name for the historic district. The installation name was changed to Naval Weapons Station Earle in 1974.

The HPO would like to acknowledge the Navy's efforts in preparing the submitted survey report, which provides an excellent description of the current built environment at NWS Earle. The HPO would also like to reiterate its desire to begin consultation with the Navy regarding the development and implementation of a Programmatic Agreement (PA) for the management of cultural resources at NWS Earle. A PA will allow the Navy and the HPO to develop acceptable, mutually agreed upon treatments for historic properties which will streamline the Section 106 process and allow the Navy to accomplish its various missions while protecting historic properties. The PA will also allow the Navy and HPO to prioritize and more easily manage the historic resources at NWS Earle and to evaluate projects and their potential effects more efficiently.

The HPO understands that the Navy plans to submit the question of NWS Earle's eligibility to the Keeper of the National Register for a formal determination. If HPO staff can assist the Navy or the Keeper in any way during this process, please do not hesitate to contact our office.

If you have any questions regarding this letter, please contact Jonathan Kinney at (609) 984-0141. Thank you.

Sincerely,



Daniel D. Saunders
Deputy State Historic
Preservation Officer

Cc: Pamela Anderson, Midlantic Regional Preservation Officer, U.S. Navy
Elizabeth Amisson, Sr. Architectural Historian, A.D. Marble & Company

w/ enclosure
w/ enclosure



DEPARTMENT OF THE NAVY
NAVAL WEAPONS STATION EARLE
201 HWY 34 SOUTH
COLTS NECK, NEW JERSEY 07712-5001

IN REPLY REFER TO

5090
Ser 00/129
01 Jul 08

Mr. Terry Karschner
Acting Deputy State Historic Preservation Officer
Historic Preservation Office, Natural and Historic Resources
State of New Jersey
Department of Environmental Protection
501 East State Street, P.O. Box 404
Trenton, NJ 08625-0404

Dear Mr. Karschner:

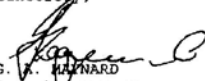
SUBJECT: NAVAL WEAPONS STATION (NWS) EARLE - STATUS OF CULTURAL RESOURCE
SURVEY REPORT AND HISTORIC DISTRICT DETERMINATION

The Navy submitted an updated Cultural Resource Survey Report to your office on 5 June 2007, as outlined in enclosure (1). This report updated a previous survey dated February 1999. It included archaeological information from the 1990 Cultural Resource Assessment for NWS Earle in an updated format and additional information concerning the degree of changes that have occurred since the original Station construction during WWII from an old Station map that had been found. The additional changes in the character throughout the Station documented in this report support the professional opinion of the Navy that NWS Earle and all its buildings over 50 years old do not comprise a "Historic District."

At this time the Navy is requesting a response to the submittal of 5 June 2007, by your concurrence on the determination contained in this report that NWS Earle is not a "Historic District." The Navy will consider that you are in agreement with this determination if a reply is not received within the next 30 days. If you would care to visit the Station to personally examine the buildings and structures discussed in the Survey, you are cordially invited to a site visit.

Please call John Mahoney, 732-866-2320 or Eric Helms, 732-866-2540 for further information or to schedule a visit.

Sincerely,


G. A. HAYWARD
Captain, U.S. Navy

Enclosure: 1. Naval Weapons Station Earle letter to Ms. Dorothy P. Guzzo
dated 5 June 2007, 11000, Ser 00/391

Copy to: Mr. J. Mahoney, NWS Earle



DEPARTMENT OF THE NAVY

NAVAL WEAPONS STATION EARLE
201 HWY 34 SOUTH
COLT E NECK, NEW JERSEY 07722-5001

IN REPLY REFER TO
11000
Ser 00/391
5 Jun 2007

Dorothy P. Guzzo
Deputy State Historic Preservation Officer
501 East State Street, PO Box 404
Historic Preservation Office, Division of Parks and Forestry
Department of Environmental Protection and Energy, CN 404
Trenton, NJ 08625-0404

Dear Ms Guzzo:

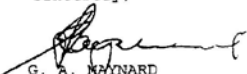
The Navy has prepared the enclosed Cultural Resource Survey Report dated 26 January 2007. This survey is an update of the previous survey dated February 1999 and also includes Archeological information from the 1990 Cultural Resource Assessment for NWS Earle in an updated format. Also, additional information has come to light concerning the degree of changes that have occurred since the original Station construction during WWII. Much of this information was the result of finding an old Station map dated 1944 and updated in 1953. This map has been included in this report in full format detail.

Your letter, dated January 29, 2001, which provided comments on the 1999 report, stated your opinion that NWS Earle and all its buildings over 50 years old comprise a "Historic District". Since that time, upgrading, demolition and recordation of the Pier area, considered "the heart of the Historic District" has completely changed this shipping and receiving complex. This fact, along with the many other changes in the character throughout the Station, have been documented in the current report, and supports the professional opinion of the Navy that NWS Earle is not a district. You are invited to a site visit at NWS Earle to personally observe the buildings and structures discussed in the Survey that may be of interest to you in preparing a determination.

The Navy has made contractual arrangements for the preparation of an ICRMP (Integrated Cultural Resource Management Plan) once agreement is reached on National Register eligibility of resources. The ICRMP will identify appropriate treatment of historic properties at the installation.

In accordance with Section 110 of the National Historic Preservation Act, the Navy requests your concurrence on the determination contained in the enclosed survey. Please call John Mahoney, 732-866-2320 or Tom Gentile, 732-866-2295 for further information or to schedule a visit.

Sincerely,


G. A. MAYNARD
Captain, U.S. Navy
Commanding Officer

007 18 2004 10:43 FR HISTORIC PRES DFC 609 984 0578 TO 916105950778 P.02/03



James E. McGreevey
Governor

State of New Jersey
Department of Environmental Protection
Natural and Historic Resources, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

Bradley M. Campbell
Commissioner

October 14, 2004
HPO-J2004-93
04-0264-2, -3 & -4

Tina A. Deininger, Historic Preservation Officer
Department of the Navy
Engineering Field Activity, Northeast
Naval Facilities Engineering Command
10 Industrial Highway, Mail Stop #82
Lester, PA 19113-2090

Dear Ms. Deininger:

In accordance with 36 CFR Part 800: Protection of Historic Properties, as published with amendments in the Federal Register on 6 July 2004 (69 FR 40544-40555), I am providing Consultation Comments for the following proposed undertaking:

Ocean County, Lakehurst Borough, Naval Air Engineering Station Lakehurst and
Monmouth County, Colts Neck, Naval Weapons Station Earle
Housing Privatization
Department of the Navy

800.4 Identification of Historic Properties

The Housing Units and improvements identified in Exhibits CR-6 and CR-7 (attached) have previously been listed, or identified as eligible for listing, on the National Register of Historic Places.

800.5 Applying the Criteria of Adverse Effect

Thank you for all your work to ensure that the housing privatization project will not have adverse effects. I concur with your letter of September 16, 2004 as clarified by your e-mail of October 4, 2004 and the attached revised cultural resource lease language (copy attached). The proposed housing privatization project at Naval Weapon Station Earle and at Naval Air Engineering Station Lakehurst will have **no adverse effect** on historic properties.

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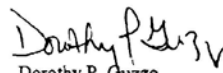
001 18 2024 10:43 FR HISTORIC PRES OFC 609 984 2578 TO 916105950778 P.03/23

Additional Comments

Please remember that Section 800.2(a)(1) requires that each federal agency ensure that all actions taken by employees or contractors of the agency meet the Secretary of the Interior's Minimum Professional Qualifications Standards.

Thank you again for having provided this opportunity for comment. If you have any questions, please contact Dan Saunders at (609) 633-2397, staff reviewer for this project

Sincerely,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer



DEPARTMENT OF THE NAVY
ENGINEERING FIELD ACTIVITY, NORTHEAST
NAVAL FACILITIES ENGINEERING COMMAND
10 INDUSTRIAL HIGHWAY
MAIL STOP, #62
LESTER, PA 19113-2090

IN REPLY REFER TO

11010
Code EV33/TD
September 16, 2004

Ms. Dorothy Guzzo, Deputy State Historic Preservation Officer
Historic Preservation Office, Division of Parks and Forestry
P. O. Box 404
501 East State Street, 4th Floor
Trenton, New Jersey 08625-0404

Dear Ms. Guzzo:

SUBJECT: HOUSING PRIVATIZATION - NAVAL AIR ENGINEERING STATION
(NAES) LAKEHURST, NEW JERSEY AND NAVAL WEAPONS STATION
(NWS) EARLE, COLTS NECK NEW JERSEY

Thank you for your continued assistance with our National Historic Preservation Act compliance for subject project as well as for Mr. Dan Saunders' comments during our September 8, 2004 phone conversation. The current project boundary and scope (Project) will affect historic properties in the following way: historic buildings and structures (historic built environment) will be transferred and the underlying land will be leased to a Developer. As we have discussed before, the transferred improvements will revert back to the Government at the conclusion of the lease. The historic built environment is identified in the enclosed lease language as Exhibits CR-6 and 7.

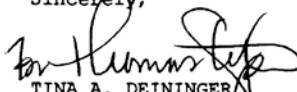
Mr. Saunders' comments of September 8, 2004 have been incorporated as possible or as appropriate, or have been noted in the preparation of the enclosed lease language for the subject project.

The undertaking of the Housing Privatization at Naval Air Engineering Station Lakehurst, NJ and Naval Weapons Station Earle, NJ have been defined to include the enclosed lease language, accordingly, the Navy has determined that the undertaking will not have an adverse effect on historic properties in accordance with 36 CFR Part 800. We request your concurrence with this determination, also in accordance with 36 CFR Part 800.

11010
Code EV33/TD
September 16, 2004

Thank you in advance for your prompt response to this request for comment. If you have any questions, please contact the undersigned at (610) 595-0761.

Sincerely,



TINA A. DEININGER
Historic Preservation Officer
By direction of the
Commanding Officer

Enclosure: 1. Navy Northeast Housing Privatization Cultural
Resource Lease Language of 15 September 2004

Electronic copy to: (w/encl):

NAES LAKEHURST, NJ (Attn: D. Blazak; E. Raaum)

NWS Earle, NJ (Attn: T. Gentile; D. Vassalo)

Navy Region Northeast (Attn: R. Conant)

Northeast Housing Privatization Cultural Resource Lease Language New Jersey Architectural

NOTE: The Agreements team will appropriately number the CR Exhibits when this language is inserted into the Housing PPV lease.

Exhibit [CR- 5 (NJ)]

Protection of Architectural Resources (and Historic Districts) in New Jersey

- (1) **Resource Identification.** The Lessee recognizes that the Housing Units and improvements and Historic Districts at NWS Earle, Colts Neck and NJ, NAES Lakehurst, NJ, identified in Exhibits [CR-6 & CR-7], are eligible for inclusion on or listed on the National Register of Historic Places. (Collectively the "Historic Facilities" or individually a "Historic Facility" or "Historic District").
- (2) **Definitions**
- (a) **Attributes shall mean:**
 - i. Exterior features of the Historic Facilities, including, but not limited to, façade and fenestration, scale, color, materials and mass, views from, to, and across the Lease Premises, **AND/OR**
 - ii. Interior features and Historic District landscapes determined to be significant in consultation with State Historic Preservation Officer ("SHPO").
 - (b) **Action shall mean:** Construction, alteration, rehabilitation, remodeling, demolition, or other such action (including new construction in or modification of a non-contributing building in a Historic District) taken upon the Historic Facilities.
 - (c) **Project Documentation.** Shall mean the following, provided in writing:
 - i. Description of the Action;
 - ii. Determination of affect on the Historic Properties (as appropriate);
 - iii. Photographs showing before conditions and sketches/drawings showing before and after conditions; and
 - iv. Information on planned materials and methods.
 - (d) **In Kind** shall mean: Matching an original in design, including dimensions and profile, color, texture, other visual qualities and materials.
 - (e) **Replacement in Kind** shall mean: The replacement of a historic feature too deteriorated to repair with a new feature that matches the original in design, including dimensions and profile, color, texture, other visual qualities and materials.
- (3) **Lessee Staff Qualifications.** All documents produced or submitted pursuant to this Exhibit shall be prepared by Lessee or its designee who meets or exceeds the

Revision 1
15 Sep 04
Page 1 of 5

Secretary of the Interior's Professional Qualification Standards (48 FR 22716, September 1983).

(4) Maintenance.

(a) Lessee shall maintain, manage, and treat the Historic Facilities so as to protect their historic qualities in accordance with the following Secretary of the Interior's Standards (Secretary's Standards):

- i. The *Secretary of the Interior's Standards for Rehabilitation* (36 CFR Part 67); and
- ii. The *Secretary of the Interior's Standards for the Treatment of Historic Properties* (36 CFR Part 68); and
- iii. The *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*.

(b) Any Lessee supervisor of maintenance and/or repairs must be familiar with the Secretary's Standards.

(5) Project Concurrence. Except as provided in paragraph (6) below, the Lessee shall not undertake any Action or cause or permit any Action to be undertaken that would materially affect the integrity of or the appearance of the Historic Facility's Attributes or the Historic District's Attributes (whether the effect is within or outside the Lease Premises) without (a) prior submission of the Project Documentation for appropriate review and concurrence and (b) receipt of written concurrence with the Action by either the Government or the applicable SHPO.

(a) In the event that the Lessee determines that the Action will be undertaken in a manner consistent with the Secretary's Standards, the Lessee shall prepare Project Documentation and a written determination that such Action is consistent with the Secretary's Standards and complete ONE of the following two processes:

- i. Submit the Project Documentation and the written determination to the Government for its concurrence. The Lessee shall provide to the applicable SHPO, for information purposes, a copy of the Project Documentation and the Government's written concurrence. **OR**
- ii. Submit the Project Documentation and the written determination to the applicable SHPO for its written concurrence with a copy of such submission to the Government.

(6) The following types of Actions are specifically exempt from review and concurrence by the Government or SHPO. For purposes of this paragraph (6), the phrase "in-kind" is defined as using the same material, form and design or compatible substitute material if the form and design as well as the substitute material convey the same visual appearance of the existing feature:

- (a) In-kind street, sidewalk, curbing and parking area resurfacing, and in-kind repair or replacement of site improvements including but not limited to fences, retaining walls and landscaping where no additional right-of-way is required within a Historic District.

- (b) Modifications, not replacement unless specifically indicated, to interiors of Historic Facilities when no structural alteration is involved and when the visual character of the property shall not be effected such as:
- i. Plumbing rehabilitation/replacement including but not limited to pipes and fixtures.
 - ii. HVAC system rehabilitation/replacement including but not limited to furnaces, pipes, ducts, radiators or other HVAC units.
 - iii. Electrical wiring: including but not limited to switches and receptacles.
 - iv. Interior surface treatments (floors, walls, ceilings, decorative plaster, woodwork): provided the work is limited to repainting, in-kind patching, refinishing, re-papering or replacing carpet, vinyl or tile floor materials.
 - v. Interior feature treatments including but not limited to doors, moldings, fireplaces and mantels provided the work is limited to in-kind repair, patching, repainting and refinishing.
 - vi. Insulation provided it is restricted to ceiling spaces and attic spaces.
- (c) Minor, in-kind modifications to exteriors of Historic Facilities such as:
- i. Caulking, weather-stripping, re-glazing, scraping and/or repainting.
 - ii. Flat or shallow pitch roof repair/replacement.
 - iii. Windows repair and/or replacement in-kind. In-kind is understood to mean new windows that duplicate the material, dimensions, design, detailing and operation of the historic windows. As well as: repair, scrape, repainting of existing windows; in-kind replacement of window sash, glass and hardware, including jamb tracks; and in-kind replacement of damaged and non-operable transoms.
 - iv. Storm windows and doors provided that they conform to the shape and size of the historic windows and doors.
 - v. In-kind repair/replacement of exterior features. The new features/items will duplicate the material, dimensions and detailing of the original. Features include: porches, railings, posts/columns, brackets, cornices, steps, flooring, and other decorative treatments; roofs; siding; exterior architectural details and features; cellar/bulkhead doors; doors; and gutters and downspouts.
 - vi. Masonry repair using material, mortar composition, color, joint profile and width that match the historic materials.
- (f) Repairs, reconstruction, repainting or refinishing of damage caused by casualty loss, or vandalism as long as material and process used for such repair, reconstruction, repainting or refinishing are in-kind.
- (g) Temporary installations of facilities to provide access to Historic Facilities by disabled persons provided these changes make no permanent modification to the Attributes.

(7) Project Review Timeframes.

- (a) If the Government does not respond within twenty-one (21) calendar days to a Lessee request for concurrence with an Action after Government receipt of the related Project Documentation, the Lessee shall request such concurrence from the SHPO.
- (b) If the SHPO does not respond to a Lessee request for concurrence with an Action within forty-five (45) calendar days after SHPO receipt of the related Project Documentation, the Lessee may proceed with the Action as described in the written documentation provided to the SHPO.

(8) Resolving Disagreements. If the SHPO does not concur with a particular Action, in whole or in part, as requested by the Lessee in paragraph (5) above, and the Lessee and SHPO are unable to resolve the matter, the Lessee shall provide the Government with written Notice of the Disagreement. Such notice shall include the following:

- (a) A complete copy of the Lessee's letter to SHPO requesting SHPO concurrence; and
- (b) A copy of the SHPO's written notice of the SHPO's non-concurrence; and
- (c) A summary of unresolved issues with the Lessee's proposed solution; and
- (d) A description of all steps taken to resolve the disagreement.

Upon receipt of the Notice of the Disagreement the Government shall use reasonable efforts to resolve the disagreement between the SHPO and Lessee.

(9) Emergency Actions.

- (a) Applicability. This paragraph (9) shall only apply to Actions that will be accomplished within thirty (30) days after a catastrophic emergency where the appropriate Governmental Authority has declared a disaster or emergency ("Emergency Action"). The Lessee may request an extension to this thirty (30)-day period from the Government prior to the expiration of such Emergency Action period by providing the Government with a written explanation of the reason for the extension and the reasonable amount of days required to complete the Emergency Action. Immediate rescue and salvage operations conducted to preserve life or property are exempt from the Cultural Resource provisions set forth in this paragraph (9).

- (b) Procedure. If an Emergency Action is required, the Lessee will provide written notice to the SHPO and any other interested parties previously identified by the Government or SHPO, as soon as practicable, of the need for the Emergency Action and a plan to address the Emergency Action (Emergency Notification). The SHPO shall have seven (7) calendar days from receipt of the Emergency Notification to comment on the Emergency Action. If the SHPO does not respond to such request, the Lessee may proceed with the Emergency Action.

(10) Lessee Reporting.

- (a) The Lessee shall maintain a case file on each Historic Unit and related improvements. Such case file shall include all Project Documentation prepared pursuant to this Exhibit, all maintenance records for the Historic Properties and documentation of compliance with this Exhibit. Lessee shall provide all case files to the Government or related SHPO upon request. Upon the expiration of this Lease, Lessee shall deliver all such case files to the Government.

- (11) Site Access. The Government and/or the SHPO shall be permitted access to the Historic Facilities at reasonable times and upon reasonable written notice to Lessee for the purpose of inspecting the Historic Facilities to determine whether there is compliance by Lessee with the Cultural Resource provisions of this Lease.

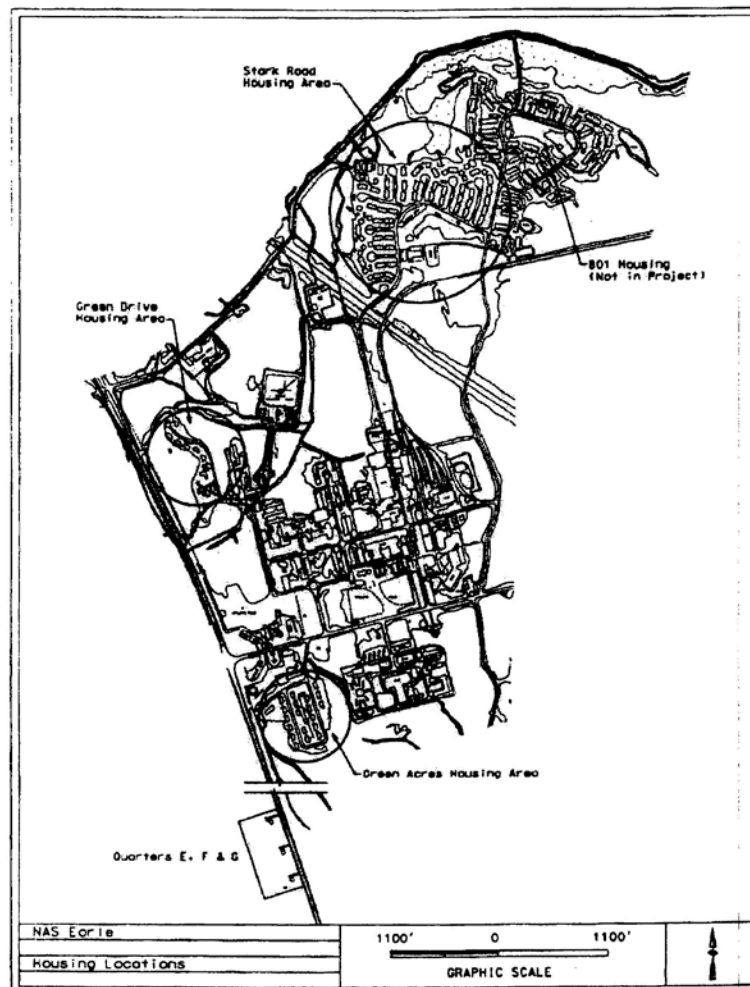
Exhibit [CR-6 (Earle)]
Historic Buildings, Structures and Districts
NWS Earle, Colts Neck, NJ

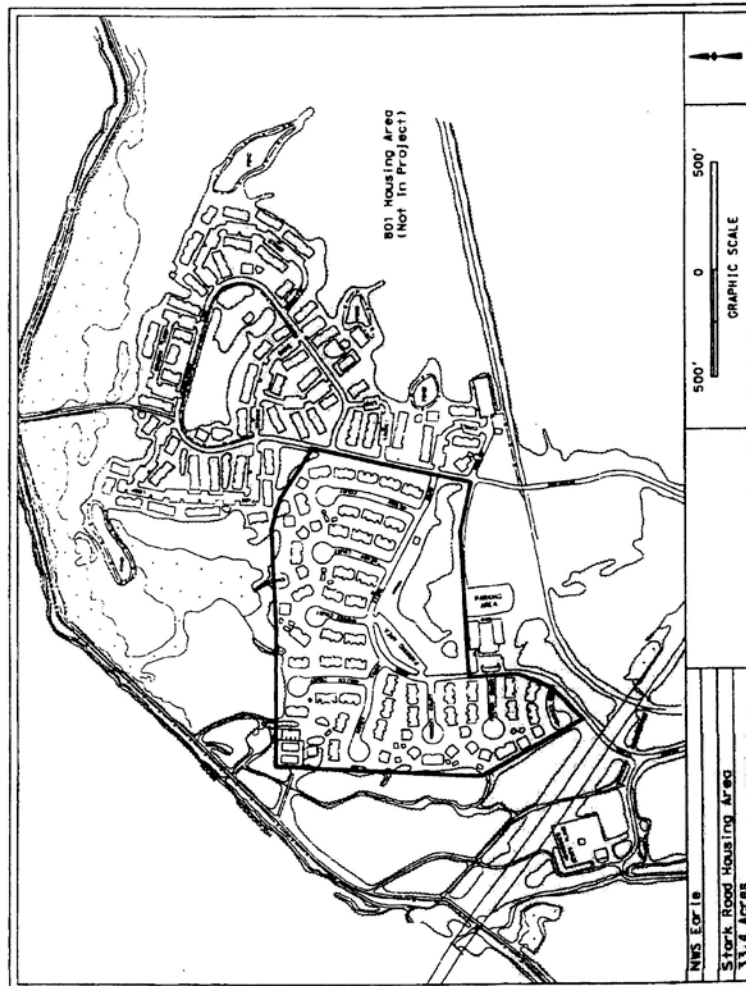
Naval Weapons Station Earle Quarters

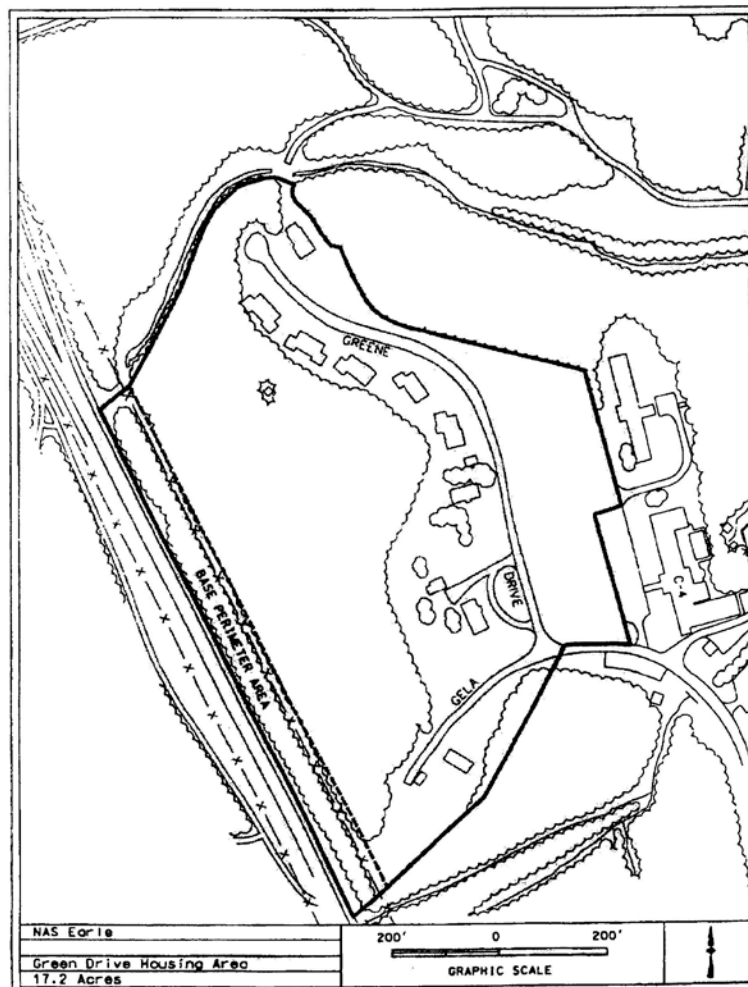
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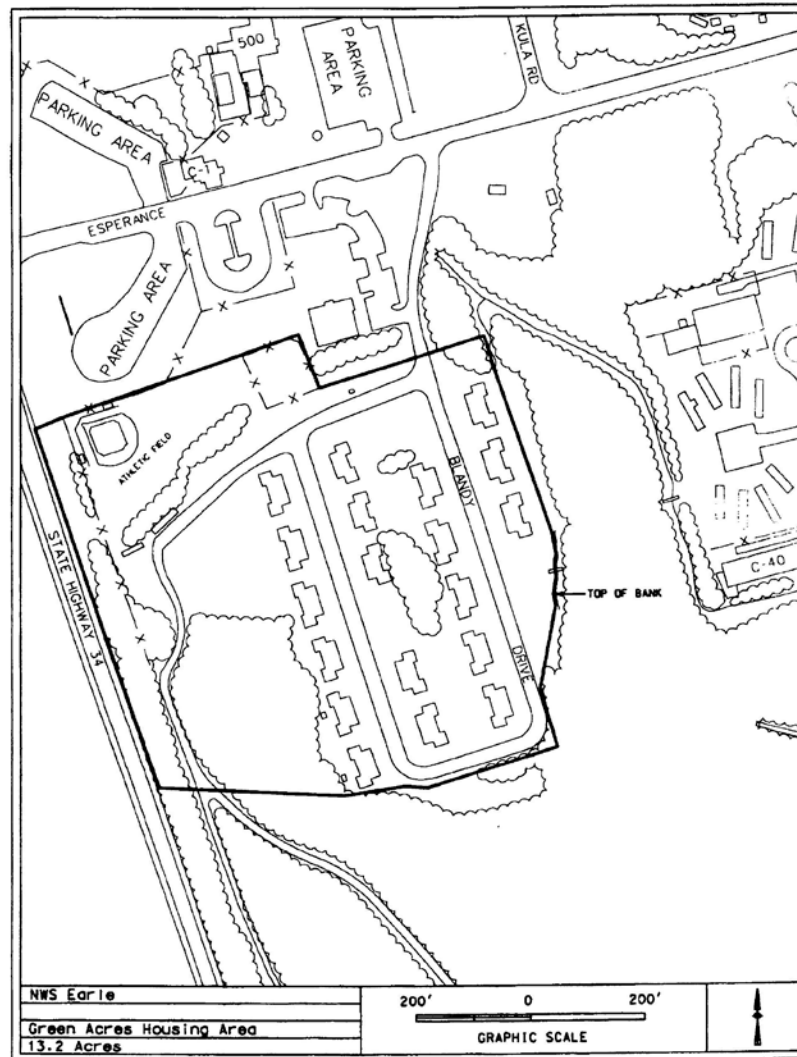
See Earle map on following page.

Revision 1
15 Sep 04

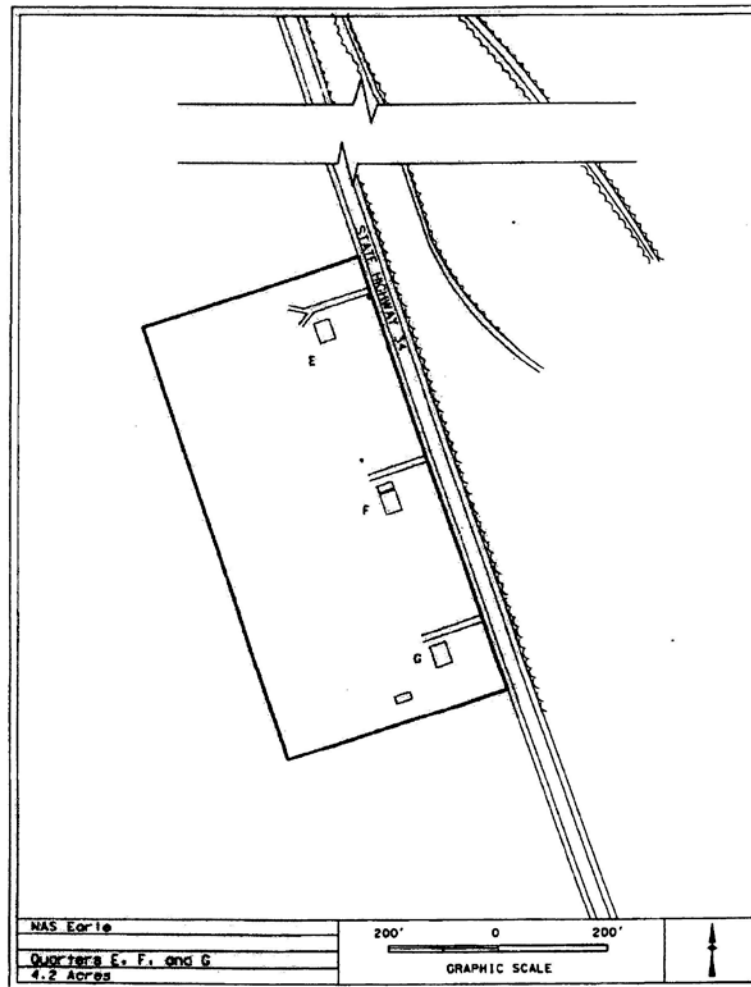








Amendment 0005



**DEPARTMENT OF THE NAVY**

ENGINEERING FIELD ACTIVITY, NORTHEAST
NAVAL FACILITIES ENGINEERING COMMAND
10 INDUSTRIAL HIGHWAY
MAIL STOP, #62
LESTER, PA 19113-2090

IN REPLY REFER TO

11010
Code EV33/TD
August 9, 2004

Ms. Dorothy Guzzo, Deputy State Historic Preservation Officer
Historic Preservation Office, Division of Parks and Forestry
P. O. Box 404
501 East State Street, 4th Floor
Trenton, New Jersey 08625-0404

Dear Ms. Guzzo:

SUBJECT: HOUSING PRIVATIZATION - NAVAL AIR ENGINEERING STATION
(NAES) LAKEHURST, NEW JERSEY AND NAVAL WEAPONS STATION
(NWS) EARLE, COLTS NECK NEW JERSEY

Thank you for your assistance with our National Historic Preservation Act compliance for subject project as well as for Mr. Dan Saunders' time during our July 15, 2004 meeting. As a part of our continued planning process for the Housing Privatization, we have changed a portion of the scope of the project as it pertains to NAES Lakehurst. We are not planning to demolish any portion of the historic, on-base housing. The historic, on-base housing and surrounding Navy property will be privatized in the same manner as the other neighborhood at Lakehurst.

In our July 15, 2004 meeting, Mr. Dan Saunders suggested that if the Developer would provide sufficient documentation the reviews by your office. We have language in the lease that we believe addresses that concern (please see paragraph (3)). We also have lease language that we believe addresses Mr. Saunders' concerns regarding assuring proper management of the property by the Developer and the Secretary of the Interior's Professional Qualification Standards.

As a follow-up to our July 15, 2004 meeting regarding subject projects, we have prepared language to be included in the related ground lease. Enclosed please find that draft ground lease language. This language would be used as the basis to support the Navy's future determinations regarding effects of subject projects. We would greatly appreciate your review and

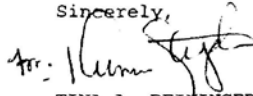
11010
Code EV33/TD
August 9, 2004

concurrence that the language, as written, appropriately satisfies the process and requirements that we discussed during our last meeting.

We are also awaiting a response to our consultation letter of May 19, 2004 regarding the National Register-eligible resources affected by the Housing Privatization at NWS Earle. Please let us know if you need any further information to determine your opinion of our determination.

Thank you in advance for your prompt response to this request for comment. If you have any questions, please contact the undersigned at (610) 595-0761 on or after August 16, 2004. If you need further information in the meantime, please contact either Mr. Richard Conant, Commander Navy Region Northeast Environmental Department at (860) 694-5649 or Mr. Phillip Hakey, Navy Project Manager for the Navy Northeast Regional Housing Privatization project at (757) 322-4932.

Sincerely,



TINA A. DELINGER
Historic Preservation Officer
By direction of the
Commanding Officer

Enclosure: 1. DRAFT Navy Northeast Housing Privatization
Cultural Resource Lease Language of 6 Aug 2004

Electronic copy to: (w/encl):

CO NAES LAKEHURST, NJ (Attn: D. Blazak; E. Raaum)
CO NWS Earle, NJ (Attn: T. Gentile; D. Vassalo)
Commander Navy Region Northeast (Attn: R. Conant)

Internal electronic copies to: (w/o encl): Codes EV1/JR,
EV33/TS, DV/MH

Internal copies to: (w/o encl): Code EV/RF, EV33/RF, EV33/PF,
EV33/JP-RF, EV33/TD-RF

**DEPARTMENT OF THE NAVY**

ENGINEERING FIELD ACTIVITY, NORTHEAST
NAVAL FACILITIES ENGINEERING COMMAND
10 INDUSTRIAL HIGHWAY
MAIL STOP, #82
LESTER, PA 19113-2090

IN REPLY REFER TO

11010

Code EV33/TD

May 19, 2004

Ms. Dorothy Guzzo, Deputy State Historic Preservation Officer
Historic Preservation Office, Division of Parks and Forestry
P. O. Box 404
501 East State Street, 4th Floor
Trenton, New Jersey 08625-0404

Dear Ms. Guzzo:

Re: HOUSING PRIVATIZATION – NAVAL WEAPONS STATION (NWS) EARLE,
COLTS NECK NEW JERSEY (MONMOUTH COUNTY)

Thank you for your consultation comments regarding our project to privatize Navy family housing located at the Naval Weapons Station Earle, NJ (NWS Earle). We have finalized our determinations of National Register of Historic Places (NRHP) eligibility for the subject project and this letter will request your concurrence with our determinations.

In answer to the questions that you posed in your December 11, 2003 letter, the following information is provided:

(1) The buildings at the southern end of Green Drive are a part of the subject project. We consider those three units and their associated garages NRHP-eligible for the purposes of this project: Quarters A (C5) and its garage (S27); Quarters B (C6) and its garage (S25); and Quarters C (C28) and its garage (S26). The subject project plans to retain the underlying land, lease that land to the Privatization Developer and transfer the buildings to the Privatization Developer for continued use as military housing. The buildings will revert to the Navy at the end of the lease. We intend to consult with you separately as to how these buildings will be treated during the lease period. S125 does not exist, nor we do not have any information on it. The balance of the buildings on Green Drive are not eligible for the NRHP.

(2) Building S106B at Green Acres, which appears in our 1999 Architectural Resources Survey (ARS), was demolished in 1999. Building S106A at Green Acres was demolished prior to 1968; the ARS map is in error.

(3) We have located a circa 1940 aerial photograph/map of the NWS Earle area that includes Quarters E, F and G (located on Highway 34.) A portion of this map is enclosed for your information. These structures pre-date the Navy's occupation of the property, and as we discussed last November, they are not considered NRHP-eligible.

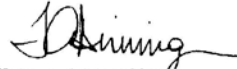
11010
Code EV33/TD
May 19, 2004

In addition, we have closely compared the subject project maps to the archaeological sensitivity maps from our 1990 Cultural Resource Assessment, and we have determined that none of the area involved in the subject project is archaeologically sensitive.

As such, the Navy has determined that the only NRHP-listed or eligible properties involved in the subject project are Quarters A, B and C and their (3) associated garages. We request your concurrence with this determination in accordance with 36 CFR Part 800, as it applies to the subject project.

Thank you in advance for your prompt attention to this significant Navy project. If you have any questions, please contact the undersigned at (610) 595-0761.

Sincerely,



TINA A. DEININGER
Historic Preservation Officer
By direction of the
Commanding Officer

Enclosures: 1. 1940 Aerial Photograph/Map of a portion of NWS Earle, Colts Neck, NJ

Electronic copy to: (w/o encls): CO NWS Earle, NJ (Attn: T. Gentile; J. Mahoney; D. Vassalo)
CNRNE (Attn: R. Conant)



State of New Jersey

Department of Environmental Protection
Division of Parks & Forestry, Historic Preservation Office
PO Box 404, Trenton, NJ 08625-0404
TEL: (609) 292-2023 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

James E. McGreevey
Governor

Bradley M. Campbell
Commissioner

December 11, 2003
HPO-L2003-106
04-0264-1

Tina A. Deininger, Historic Preservation Officer *AD*
Department of the Navy
Engineering Field Activity, Northeast
Naval Facilities Engineering Command
10 Industrial Highway, Mail Stop #82
Lester, PA 19113-2090

RE: Monmouth County, Colts Neck – Naval Weapons Station Earle
Housing Privatization

Dear Ms. Deininger:

It was a pleasure to meet with you on November 12, 2003 to initiate the Section 106 review for the proposed Housing Privatization program at Naval Weapons Station Earle. I remain of the opinion that the Naval Weapons Station Earle Historic District, as identified in my letter of January 29, 2001, is eligible for the National Register of Historic Places. Your letter of November 12, 2003 respectfully disagrees with my opinion about the eligibility of the District. As we disagree on this point, I suggest you forward the relevant material to the Keeper of the National Register for a formal Determination of Eligibility (or non-eligibility) pursuant to 36 CFR 800.4(c)(2) and 36 CFR Part 63.

At our November 12, 2003 meeting about the project, we reached the following conclusions about areas impacted by the Housing Privatization program:

1. Green Drive: The buildings affected by the program: Buildings 600-605, were constructed in 1964 and postdate the period of significance of the NWS Earle Historic District. Their demolition will not affect the Historic District. There are a number of buildings at the southern end of Green Drive: C5, C28, S27, S125(?) and S26, which contribute to the NWS Earle Historic District. It is my understanding that these buildings will not be affected by the project.
2. Green Acres: Buildings 606-625 postdate the period of significance of the NWS Earle Historic District. Their demolition will not affect the NWS Earle Historic District. The Architectural

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Resources Survey included a 1992 map of Earle that show two earlier buildings in the Green Acres area that are potentially contributing buildings: S106B and 106A(?), but they do not appear on the map of the Green Acres area attached to your letter so it is not clear if these buildings still exist.

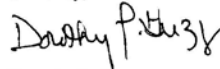
3. Stark Road: These buildings were specifically excluded from the NWS Earle Historic District, and are not historic properties.
4. Highway 34 (Quarters E, F, and G): At the conclusion of the meeting, we agreed that the Navy staff at Earle was going to investigate the history of these three quarters to determine if they are buildings that predate the development of NWS Earle and my therefore be non-contributing. I look forward to hearing back from you on the history of these three properties.

For archaeological properties, I suggest the Navy compare the areas to be leased (where future ground disturbance is a possibility) against the Areas of Prehistoric Cultural Potential (Figure 5-2) identified in the February 1990 *Cultural Resource Assessment* prepared by Ecology and Environment, Inc.) Once we have determined the archaeological potential of land to be leased out, we can evaluate if further consultation about impacts on archaeological resources is warranted.

Your letter proposes a memorandum of agreement for the Housing Privatization project, and identifies the project as having "no adverse effect." As the identification of historic properties has not been completed, I cannot comment on the effect of the project at this time. I look forward to continued consultation with you to complete the identification of historic properties and then assess the effects of the project.

Thank you again for having provided this opportunity for comment. If you have any questions, please contact Dan Saunders at (609) 633-2397, staff reviewer for this project

Sincerely,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer


DEPARTMENT OF THE NAVY

 ENGINEERING FIELD ACTIVITY, NORTHEAST
 NAVAL FACILITIES ENGINEERING COMMAND

10 INDUSTRIAL HIGHWAY

MAIL STOP, #82

LESTER, PA 19113 2090

 IN REPLY REFER TO
 11010

Code EV33/JP-KS

November 10, 2003

Ms. Dorothy Guzzo, Deputy State Historic Preservation Officer
 Historic Preservation Office, Division of Parks and Forestry
 P. O. Box 404
 501 East State Street, 4th Floor
 Trenton, New Jersey 08625-0404

Dear Ms. Guzzo:

Re: HOUSING PRIVATIZATION – NAVAL WEAPONS STATION (NWS) EARLE,
 COLTS NECK NEW JERSEY

The Navy is planning to privatize all family housing located at the Naval Weapons Station Earle, NJ (NWS Earle) as a part of a larger Housing Privatization effort in the Northeast. The Department of Defense's housing privatization goal is to leverage private investment with military department participation in a public-private partnership and to use a variety of private sector approaches to build and renovate family housing and ancillary facilities, faster and at a lower cost to American taxpayers. The end state requirements for Navy family housing are determined through a Navy Housing Market Analysis (HMA). The most recent Navy HMA for the Northeast found that more Navy families are able to find appropriate housing on the economy (locally, off Base), resulting in a reduced Navy-owned housing inventory requirement. In addition, real property management regulations prohibit the Navy from retaining excess assets. Portions of the project solicitation are attached for your information. The entire solicitation can be found at www.esol.navfac.navy.mil.

Under the Northeast Housing Privatization initiative at NWS, the Navy is to demolish 4 units at Green Drive and 104 units at Stark Road; renovate 36 units by combining them into 18 units at Stark Rd; excess (likely by selling) all units and underlying land at Highway 34 housing and Green Acres housing (see table below). Maps of the housing areas are attached for your information. This project will ultimately provide 85 units of family housing for base military personnel. We respectfully disagree with your National Register of Historic Places (NRHP) eligibility opinion for the NWS that you expressed in your January 29, 2001 letter. The Navy maintains our determination as written in our 1999 Architectural Resources Survey, which includes a determination that the family housing on base is not eligible for listing on the NRHP.

	<i>EXISTING</i>	<i>DEMOS</i>	<i>RENOVATE</i>	<i>NO WORK</i>	<i>END STATE</i>
<i>Green Drive</i>	11	4	0	7	7
<i>Green Acres</i>	40	Sell	0	0	0
<i>Stark Road</i>	200	104	convert 36 to 18	60	78
<i>Highway 34</i>	3	Sell	0	0	0

11010
Code EV33/JP-KS
November 12, 2003

Although the current Navy definition of the project includes demolition and disposal, the project will not be fully defined until the Navy enters into exclusive negotiations with the developer who becomes the successful bidder.

The Housing Privatization solicitation outlines the Navy's general NHPA compliance strategy in its Appendix 15 (attached). The Navy intends to execute a Memorandum of Agreement (MOA) for the overall project at NWS Earle. Since the primary potential cultural resource impact of the NWS Earle project is the disposal of two neighborhoods, the MOA will include any necessary mitigation. Attached is a sample MOA from a similar project at Naval Air Station Corpus Christi, Texas. We have learned much from the Corpus Christi project, and intend to carefully update that MOA for our use.

Although the project includes the transfer of all improvements in the retained neighborhoods to the new Privatization Partnership, the underlying land will be leased to the Partnership and remain in the ownership of the Navy. In addition, we will be disposing of some land, along with the neighborhoods that are no longer required. In order to take into account the possible effects of the project on archaeology, the land lease will include a requirement that the Partnership receive approval from the Navy prior to any ground disturbance. The Navy approval process will include assurance of appropriate consultation with regard to any archaeological potential in the area of the proposed ground disturbance. Lease language and disposal requirements will be included in the MOA.

Taking into account the definition of the undertaking above, the Navy has determined that the Housing Privatization Project at NWS Earle will not have an adverse effect on historic properties in accordance with 36 CFR Part 800. Also in accordance with 36 CFR Part 800, we request your concurrence with this determination. We are looking forward to our meeting scheduled on November 12, 2003 so that we may discuss this project, its alternatives, and the similar project at Naval Air Engineering Station Lakehurst.

Thank you in advance for your prompt attention to this significant Navy project. If you have any questions, please contact the undersigned at (610) 595-0761.

Sincerely,



TINA A. DEININGER
Historic Preservation Officer
By direction of the
Commanding Officer

11010
Code EV33/JP-KS
November 10, 2003

- Enclosures: 1. NE PPV Solicitation No. N62470-03-RP-00036 Synopsis
2. NE PPV Solicitation Appendix 2B2 (excerpt)
NWS Earle Housing Site Maps
3. NE PPV Solicitation Appendix 15, National Historic Preservation Act Compliance
4. NE PPV Solicitation Appendix 2A2 (excerpt) NWS Earle Housing Inventory
5. PPV Memorandum of Agreement Naval Air Station Corpus Christi, Texas

Electronic copy to: (w/encls): CO NWS Earle, NJ (Attn: J. Mahoney; D. Vassalo)

MEMORANDUM OF AGREEMENT

BETWEEN THE DEPARTMENT OF THE NAVY AND
THE NEW JERSEY STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR 800

REGARDING THE PIER COMPLEX REPLACEMENT PROJECT
NAVAL WEAPONS EARLE, COLTS NECK, NEW JERSEY

WHEREAS, the Department of the Navy (Navy) and the New Jersey State Historic Preservation Officer (NJSHPO) have determined that the Pier Complex Replacement Project at the Naval Weapons Station Earle will have an adverse effect on resources that are eligible for inclusion in the National Register of Historic Places; and

WHEREAS, the Navy has consulted with the NJSHPO pursuant to 36 CFR 800 regulations implementing Section 106 of the National Historic Preservation Act, 16 U.S.C. 470 (the Act); and

NOW, THEREFORE, the Navy and the NJSHPO agree that this undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the Pier Complex Replacement Project.

Stipulations

The Navy will ensure that the following stipulations are implemented:

I. Recordation of Historic Properties

The Department of the Navy will prepare *Historic American Engineering Record (HAER)* recordation documentation of Piers 2 & 3 and Trestles 2 & 3 in accordance with a Schedule of Documentation to be obtained by the Navy from the National Park Service (NPS). Navy will submit this documentation to the NPS for their acceptance and retention.

II. Oral History

The Department of the Navy will prepare an oral history of the Pier Complex at Naval Weapons Station Earle. A minimum of three (3) individuals will be interviewed, as available. The Navy will distribute copies of the oral history to appropriate local, state, and federal agencies, schools, museums, historical societies and repositories. This oral history will be the first component of a larger oral history program for Naval Weapons Station Earle, this larger program is not a part of this Memorandum of Agreement.

III. Digital Mapping

The Department of the Navy will enhance the existing digital mapping system at the Naval Weapons Station Earle. This will include a layer of historic buildings/structures/railways and a related database of Form Ks.

ADMINISTRATIVE CLAUSES

IV. Dispute Resolution

Should the NJSHPO object within thirty (30) days to the documentation provided for review pursuant to this agreement, the Navy shall consult with the NJSHPO to resolve the objection. If the Navy determines that the objection cannot be resolved, the Navy shall request comments of the Advisory Council on Historic Preservation pursuant to 36 CFR 800.

V. Anti-Deficiency Act

All requirements set forth in this Agreement requiring the expenditure of Navy funds are expressly subject to the availability of appropriations and the requirements of the Anti-Deficiency Act (31 U.S.C. Section 1341). No obligation undertaken by the Navy under the terms of this Agreement shall require or be interpreted to require a commitment to expend funds not appropriated for a particular purpose.

If the Navy cannot perform any obligation set forth in this Agreement due to the unavailability of funds, the Navy and the NJSHPO intend the remainder of the Agreement to be executed. Any obligation under the Agreement which cannot be performed due to the unavailability of funds must be re-negotiated between the Navy and the NJSHPO.

VI. Amendments

Any party to this Agreement may request that it be amended, whereupon the parties will consult to consider such amendment in accordance with 36 CFR 800.

VII. Personnel Qualifications

All professionals shall, at a minimum, meet the Secretary of the Interior's Historic Preservation Professional Qualification Standards and Guidelines.

Execution of the Memorandum of Agreement by the Navy and the NJSHPO, implementation of its terms, evidence that the Navy has afforded the Advisory Council on Historic Preservation the opportunity to comment on the Pier Complex Replacement Project at the Naval Weapons Station Earle and its effects on potential historic properties, and that the Navy has completed its requirements pursuant to the Act for any effects of the project on potential historic properties and may proceed with the project.

Memorandum of Agreement
Pier Complex Replacement Project
Naval Weapons Station Earle, NJ

DEPARTMENT OF THE NAVY

By: *Amia A. Stining* Date: 11/27/02

NEW JERSEY STATE HISTORIC PRESERVATION OFFICER

By: *Anthony R. Huzzo* Date: 12/16/02
*Deputy*Memorandum of Agreement
Pier Complex Replacement Project
Naval Weapons Station Earle, NJ



Jon E. McGreevey
Governor

State of New Jersey
Department of Environmental Protection
Division of Parks & Forestry, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

Bradley M. Campbell
Commissioner

May 23, 2003
HPO-E2003-169 PROD
03-1087-2

Ad 6/2/03
Tina A. Deininger, Historic Preservation Officer
Department of the Navy
Engineering Field Activity, Northeast
Naval Facilities Engineering Command
10 Industrial Highway, Mail Stop #82
Lester, PA 19113-2090

Re: *NAVAL WEAPONS STATION EARLE, COAST NECK, NJ*
Naval Air Engineering Station Lakeland, New Jersey
Memorandum of Agreement (MOA)
Waterfront Gate Security Improvements P035
Main Gate Security Improvements P 034
Demolition of 18 Buildings R21-01

Ad 6/1/03
CHANGED BY TD, 6/2/03
ENCLOSED MOA IS FOR
EARLE PROTECT IS
LISTED

Dear Ms. Deininger:

I have signed the attached MOA and am returning it to you as requested. Thank you for your efforts to complete the Section 106 Review process.

If you have any questions, please contact Dan Saunders of my staff at (609) 633-2397.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

MEMORANDUM OF AGREEMENT

BETWEEN THE DEPARTMENT OF THE NAVY AND
THE NEW JERSEY STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR 800

REGARDING THE MILITARY CONSTRUCTION PROJECT P-035 (WATERFRONT GATE SECURITY IMPROVEMENTS); MILITARY CONSTRUCTION PROJECT P-034 (MAIN GATE SECURITY IMPROVEMENTS); AND SPECIAL PROJECT R21-01 (DEMOLITION OF 18 BUILDINGS) (*P-035/P-034/R21-01 PROJECTS*) AT NAVAL WEAPONS STATION EARLE (NWS) COLTS NECK, NEW JERSEY

WHEREAS, the Department of the Navy (Navy) and the New Jersey State Historic Preservation Officer (NJSHPO) have determined that the P-035/P-034/R21-01 Projects at the Naval Weapons Station Earle will have an adverse effect on resources that are eligible for inclusion in the National Register of Historic Places; and

WHEREAS, the Navy has consulted with the NJSHPO pursuant to 36 CFR 800 regulations implementing Section 106 of the National Historic Preservation Act, 16 U.S.C. 470 (the Act); and

NOW, THEREFORE, the Navy and the NJSHPO agree that this undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the P-035/P-034/R21-01 Projects.

Stipulations

The Navy will ensure that the following stipulations are implemented:

I. Recordation of Historic Properties

The Department of the Navy shall prepare State-level recordation documentation of buildings: C-1, C-14, C-31, C-32A, C-36, GB-1, MA-1, R-5, R-17, S-179, S-331, D-5, QH-9, 5A and 6A in accordance with the following requirements (to be considered similar to Historic American Engineering Survey (HAER) Level III Standards). Navy shall submit this documentation to the NJSHPO for their review, approval and retention to be approved and retained by your office.

Building Documentation:

1. Large format photographs of Buildings C-1, C-14, C-31, C-32A, C-36, GB-1, MA-1, R-5, R-17, S-179, S-331, D-5, QH-9, 5A and 6A (interior and exterior); and
2. Either the original drawings OR photographic reproduction of the original drawings; and
3. Written documentation of the buildings' history and use, to include copies of relevant architectural/engineering material (references to large works).

II. Oral History

The Department of the Navy will prepare an update to the oral history that has been initiated through the recent mitigation for the Pier Complex Replacement Project at Naval Weapons Station Earle. A minimum of three (3) individuals will be interviewed, as available. The Navy will distribute copies of the updated oral history to appropriate local, state, and federal agencies, schools, museums, historical societies and repositories.

III. Reproduction of Naval Weapons Station Earle History Documentation

The Department of the Navy will do a reproduction of the "Early History U.S. Naval Ammunition Depot Earle, New Jersey, June 1943 – July 1945", recently discovered by NWS. A reasonable quantity (at least 100 copies) of the resulting document will be distributed by the Navy and placed in appropriate repositories. The Navy will consult with the NJSHPO as to which repositories would be appropriate.

ADMINISTRATIVE CLAUSES

IV. Dispute Resolution

Should the NJSHPO object within thirty (30) days to the documentation provided for review pursuant to this agreement, the Navy shall consult with the NJSHPO to resolve the objection. If the Navy determines that the objection cannot be resolved, the Navy shall request comments of the Advisory Council on Historic Preservation pursuant to 36 CFR 800.

V. Anti-Deficiency Act

All requirements set forth in this Agreement requiring the expenditure of Navy funds are expressly subject to the availability of appropriations and the requirements of the Anti-Deficiency Act (31 U.S.C. Section 1341). No obligation undertaken by the Navy under the terms of this Agreement shall require or be interpreted to require a commitment to expend funds not appropriated for a particular purpose.

If the Navy cannot perform any obligation set forth in this Agreement due to the unavailability of funds, the Navy and the NJSHPO intend the remainder of the Agreement to be executed. Any obligation under the Agreement which cannot be performed due to the unavailability of funds must be re-negotiated between the Navy and the NJSHPO.

VI. Amendments

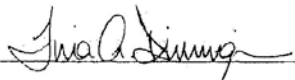
Any party to this Agreement may request that it be amended, whereupon the parties will consult to consider such amendment in accordance with 36 CFR 800.

VII. Personnel Qualifications

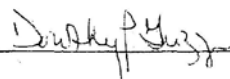
All professionals shall, at a minimum, meet the Secretary of the Interior's Historic Preservation Professional Qualification Standards and Guidelines.

Execution of the Memorandum of Agreement by the Navy and the NJSHPO, implementation of its terms, evidence that the Navy has afforded the Advisory Council on Historic Preservation the opportunity to comment on the P-035/P-034/R21-01 Projects at the Naval Weapons Station Earle and its effects on potential historic properties, and that the Navy has completed its requirements pursuant to the Act for any effects of the project on potential historic properties and may proceed with the project.

DEPARTMENT OF THE NAVY

By:  Date: 5 May 03

NEW JERSEY STATE HISTORIC PRESERVATION OFFICER

By:  Date: 5/23/03

Memorandum of Agreement
P-035, P-034 and R21-01 Projects
Naval Weapons Station Earle, NJ



State of New Jersey

Department of Environmental Protection
Division of Parks & Forestry, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609) 984-0578
www.state.nj.us/dcp/hpo

James E. McGreevey
Governor

Bradley M. Campbell
Commissioner

HPO-L2002- 95 PROD
Log # 03-0555-1

December 16, 2002

Tina A. Deininger *12/27/02*
Historic Preservation Officer
Department of the Navy, Northern Division
Naval facilities Engineering Command
10 Industrial Highway, Mail Stop, #82
Lester, PA 19113-2090

Dear Ms. Deininger:

Thank you for your recent submission of the MOA for the demolition of Piers 2 & 3 and Trestles 2 & 3 at Naval Weapons Station Earle. The stipulations for mitigation contained within the MOA will provide appropriate recordation of the Pier Complex, in addition to taking the initial steps towards more comprehensive documentation efforts at NWS Earle. We appreciate the efforts of the Navy in working with my staff to develop creative mitigation measures for the Pier demolition project. Enclosed please find the signed copy of the MOA.

We look forward to continuing to work with the Navy to develop a valuable standard of documentation for future projects affecting the historic resources at Earle. If you have any questions please contact Kurt Leasure of my staff at (609) 777-3930.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

C:\my documents \....\03-0555-1_Pier Complex.doc
DPG/kl

MEMORANDUM OF AGREEMENT

BETWEEN THE DEPARTMENT OF THE NAVY AND
THE NEW JERSEY STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR 800

REGARDING THE PIER COMPLEX REPLACEMENT PROJECT
NAVAL WEAPONS EARLE, COLTS NECK, NEW JERSEY

WHEREAS, the Department of the Navy (Navy) and the New Jersey State Historic Preservation Officer (NJSHPO) have determined that the Pier Complex Replacement Project at the Naval Weapons Station Earle will have an adverse effect on resources that are eligible for inclusion in the National Register of Historic Places; and

WHEREAS, the Navy has consulted with the NJSHPO pursuant to 36 CFR 800 regulations implementing Section 106 of the National Historic Preservation Act, 16 U.S.C. 470 (the Act); and

NOW, THEREFORE, the Navy and the NJSHPO agree that this undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the Pier Complex Replacement Project.

Stipulations

The Navy will ensure that the following stipulations are implemented:

I. Recordation of Historic Properties

The Department of the Navy will prepare *Historic American Engineering Record (HAER)* recordation documentation of Piers 2 & 3 and Trestles 2 & 3 in accordance with a Schedule of Documentation to be obtained by the Navy from the National Park Service (NPS). Navy will submit this documentation to the NPS for their acceptance and retention.

II. Oral History

The Department of the Navy will prepare an oral history of the Pier Complex at Naval Weapons Station Earle. A minimum of three (3) individuals will be interviewed, as available. The Navy will distribute copies of the oral history to appropriate local, state, and federal agencies, schools, museums, historical societies and repositories. This oral history will be the first component of a larger oral history program for Naval Weapons Station Earle, this larger program is not a part of this Memorandum of Agreement.

III. Digital Mapping

The Department of the Navy will enhance the existing digital mapping system at the Naval Weapons Station Earle. This will include a layer of historic buildings/structures/railways and a related database of Form Ks.

ADMINISTRATIVE CLAUSES**IV. Dispute Resolution**

Should the NJSHPO object within thirty (30) days to the documentation provided for review pursuant to this agreement, the Navy shall consult with the NJSHPO to resolve the objection. If the Navy determines that the objection cannot be resolved, the Navy shall request comments of the Advisory Council on Historic Preservation pursuant to 36 CFR 800.

V. Anti-Deficiency Act

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If the Navy cannot perform any obligation set forth in this Agreement due to the unavailability of funds, the Navy and the NJSHPO intend the remainder of the Agreement to be executed. Any obligation under the Agreement which cannot be performed due to the unavailability of funds must be re-negotiated between the Navy and the NJSHPO.

VI. Amendments

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VII. Personnel Qualifications

All professionals shall, at a minimum, meet the Secretary of the Interior's Historic Preservation Professional Qualification Standards and Guidelines.

Execution of the Memorandum of Agreement by the Navy and the NJSHPO, implementation of its terms, evidence that the Navy has afforded the Advisory Council on Historic Preservation the opportunity to comment on the Pier Complex Replacement Project at the Naval Weapons Station Earle and its effects on potential historic properties, and that the Navy has completed its requirements pursuant to the Act for any effects of the project on potential historic properties and may proceed with the project.

Memorandum of Agreement
Pier Complex Replacement Project
Naval Weapons Station Earle, NJ

DEPARTMENT OF THE NAVY

By: *Amie A. Gunning* Date: 11/27/02

NEW JERSEY STATE HISTORIC PRESERVATION OFFICER

By: *Doreen P. Huzzo* Date: 12/16/02
Deputy

Memorandum of Agreement
Pier Complex Replacement Project
Naval Weapons Station Earle, NJ



State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, NJ 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

Robert C. Shinn, Jr.
Commissioner

January 29, 2001
HPO-A2001-275 PROD

Tina A. Deininger
Historic Preservation Officer
Department of the Navy
Northern Division
Naval Facilities Engineering Command
10 Industrial Highway
Mail Stop, # 82
Lester, PA 19113-2090

Dear Ms. Deininger:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published on December 12, 2000 in the Federal Register 65(239): 77725-77739, I am providing Consultation Comments for the following project:

Monmouth County, Middletown, Colts Neck, Howell,
Tinton Falls and Wall Townships
Naval Weapons Station Earle
Naval Ammunition Depot Earle Historic District
Department of the Navy

Summary:

Naval Weapons Station Earle (NWS Earle) is eligible for listing on the National Register of Historic Places as a historic district under Criteria A and C. The entire site retains a high level of integrity of historic fabric and conveys the massive scale of the effort necessary to supply the United States Military with ammunition in WW II and the Korean War. Though reference was made to the Naval Ammunition Depot Earle Historic District in a letter dated 25 August 1999 (HPO-H99-180) this is a new SHPO opinion identifying the boundaries of the historic district and the contributing structures and buildings within the district.

800.4 Identifying Historic Properties

It is my opinion that NWS Earle is eligible for listing on the National Register of Historic Places as Monmouth County, Middletown, Colts Neck, Howell, Tinton Falls and Wall Townships, Naval Ammunition Depot Earle Historic District. The period of significance of this district is from the beginning of construction in 1943 to the end of the Korean War in 1953. As the name of the station during this period was Naval Ammunition Depot Earle, the appropriate name for the historic district is Naval Ammunition Depot Earle Historic District. This opinion is based, in part, on the 1996 *Draft Architectural Resources Survey* prepared by Louis Berger and Associates, Inc., from which the following narrative is largely adapted.

Naval Weapons Station (NWS) Earle was constructed largely between August 1943 and June of 1944 under significant pressure to provide a large-scale ammunitions depot along the Atlantic Coast that was safely removed from nearby communities. The massive construction effort resulted in the commission of NWS Earle, which continues to function in essentially the same capacity as was originally intended. Initially known as Naval Ammunition Depot Earle, the facility was created to receive, temporarily store, reorganize and ship arms for WW II efforts. The scale of this operation was massive and by the end of June of 1945, Earle had shipped over 731,000 thousands tons of ammunition and indeed "most of the ammunition used in the European Theater of Operations by the Army was shipped out of Earle." The significance of this effort cannot be understated. The collection of buildings, barricaded railroad sidings, ammunition magazines and other supporting structure, along with the transportation system within NWS Earle possess a high degree of integrity from the period of significance. If a Navy officer who worked at the depot in 1944 were to return to the station today he would largely recognize the landscape in which he served over fifty years ago. NWS Earle is one of the last and best sites in New Jersey that conveys the magnitude of America's stateside role in WW II. The Army Munitions facility at Pedricktown is gone; Fort Dix would be unrecognizable to a WW II soldier who passed through Fort Dix on his way to the European Theater; and Camp Kilmer is almost non-existent. NWS Earle, through its size and scale, conveys the massive American effort to supply our fighting men with the ammunition needed to prevail in Europe. Because of the high integrity of the site as a whole, Naval Weapons Station Earle (including the Chapel Hill, Waterfront and Pier Areas; Normandy Road; the Mainside Area; and the Army Wayside Area) is eligible for listing on the National Register of Historic Places as a historic district under Criteria A and C. It is true that "the built environment of NWS Earle does not demonstrate qualities of significance in terms of design or construction that would support National Register eligibility as a base-wide historic district." (Louis Berger & Associates, Inc.: 59) The built environment does, however, possess exceptional significance for its association to the historic events that occurred there during WW II and the Korean War. In addition, much of the built environment, including the railroad sidings, ammunition magazines and the piers, are eligible under Criterion C due to the "distinctive characteristics of a type, period or method of construction."

Clearly the most significant period of history surrounding NAD Earle is the period from 1943, when construction began, to the end of WW II. During the Korean War, however, and specifically from 1951 to 1953, more ordnance was shipped from NAD Earle than during operations supporting WW II. No one would argue that the Korean War was as significant as WW II was on a national or global scale, however, the significance of the role that NAD Earle played in this later campaign cannot be dismissed. Though no individual buildings or structures at NAD Earle possess the exceptional significance that would enable them to be eligible under Criteria Consideration G (*properties that have achieved significance within the past fifty years*), the site as a whole does. One of the examples of properties that

might be eligible under Consideration G is "A property that continues to achieve significance into a period less than fifty years before the nomination." Therefore, a strong argument can be made that the period of significance of NWS Earle extends through the end of the Korean War.

Another piece of the history of NWS Earle that needs to be included in the discussion of the significance of the site is the story of enlisted African American seamen who were stationed there. Through 1942 naval policy generally excluded African Americans from service. In 1942, under pressure from President Roosevelt, the Secretary of the Navy reversed that opinion and allowed African Americans to enlist for "general service" in the Naval Reserve, Marine Corps and Coast Guard. This still restricted black volunteers to serve in positions at "shore establishments, navy yards, with construction crews, and with battalions at advanced bases." As a result of this policy a disproportionately high percentage of African American enlisted men served at NAD Earle and other stations where they were assigned to manual labor and less desirable and potentially dangerous jobs typical of ordnance stations and ammunition depots. This situation resulted in widespread protest among African Americans and others. In response to this protest and the Port Chicago disaster, the Navy embarked on a new policy with regard to stationing of personnel at ammunition depots. "Specifically, the Navy ordered that all naval forces should be, whenever possible, ten percent black—a truer reflection of the composition of the nation's population—and that a wider variety of tasks be available to the African-American sailor." (Louis Berger & Associates, Inc.: 16)

In addition to early efforts to integrate the armed forces as represented in the history of NWS Earle, there was also a significant effort towards education of African American seamen. Prior to actual implementation of the Navy's new integration policy, an informal program of primary education in reading, writing and arithmetic was being conducted for the largely uneducated population of black seamen at NAD Earle. This program continued in a more formal and compulsory manner in 1945 and by December of that year enrollment in the program reached over 1,000, all of whom were African American. "In the historical literature, this effort at change is recognized as an important development in the resurgence of the civil rights movement, after a long spell of repression, in the mid-twentieth century." (Louis Berger & Associates, Inc.: 16)

The story of African American seamen in the early years of NWS Earle is a very important part of the history of the site and the civil rights movement in this country. This story must be considered in establishing the significance of the NAD Earle Historic District and establishing the boundaries for the district.

The buildings, structures and transportation routes of NWS Earle reflect the significance of the entire station. In determining the boundary of the historic district it was obvious that the entire boundary of NWS Earle must be included, as the entire site represents an interrelated system established to serve a common goal. This boundary includes the Pier Area, which the report recognizes as a historic district; the Waterfront and Chapel Hill Areas; Normandy Road; the Mainside Area and the Army Wayside Area. An area that may be excluded from the Mainside Area of the Historic District is the area at the northeast edge, which is comprised of modern housing units (Buildings 700-755 and 801-850). More difficult was a determination of which buildings and structures contribute to the significance of the district and which can be considered non-contributing. As the significance of NWS Earle lies, in part, in the massive scale of the development of the self-sustaining complex, we have determined that any structure constructed during the period of significance contributes to the historic significance of the station. Additional analysis may have to be conducted to determine which buildings no longer contribute to the significance of the district due to a loss of integrity. Enclosed is a copy of the list of

buildings and structures at NWS Earle from the *Architectural Resources Survey*, which has been amended to include an indication of which buildings are contributing and which are non-contributing.

Additional Comments

NWS Earle is very clearly significant as a historic district. We recognize that NWS Earle is an active station and must continue to fulfill its mission as an ammunition storage and supply depot, which requires changes and updates to the station facilities. And further, due to the role of NWS Earle as an active station the opportunity of public benefit resulting from the interpretation of the history of the site is very limited. On the other hand, it is not acceptable to disregard the significance of the site as a complete and interrelated system and select only certain elements out of that system as eligible for the National Register. Therefore, I recommend that a Programmatic Agreement be developed that provides guidelines for the documentation and treatment of the cultural resources within the boundaries of Naval Ammunition Depot Earle Historic District. We feel that as part of the PA an exceptional effort should be made towards collecting and telling these stories before the integrity of the resource is further jeopardized through the incremental loss of historic fabric. Towards this end, we suggest the following as possibilities for the documentation of NWS Earle:

1. Oral History

- A plan should be developed and implemented for the collection of oral histories from men who served at NWS Earle during the period of significance. A collection of oral histories will be a critical element in the documentation of the history of NWS Earle. Many of the men who were stationed at NAD Earle during WW II and the Korean War may no longer be living and it will be important to get oral histories from those who are living. As the role of African American Seamen at NAD Earle was an important part of the history of the station, oral history documentation should highlight this aspect of the history of NAD Earle. The Naval Historical Center (NHC) has prepared a guide for conducting oral history interviews. This guide is available on-line (a paper copy is enclosed), along with information concerning contacts at the NHC and the Naval Historical Foundation (NHF) who can offer additional guidance with regard to oral history interviews.

2. Collection of historic film footage and photographs

3. Documentary Film

- Create a documentary film using historic film footage, oral histories, photography etc. to tell the history NWS Earle.

4. Classroom Curriculum Guide

5. Digital Mapping


- The documentation of NWS Earle should include a digital map of the district, which includes information regarding types of construction, use, dates of construction, significance, etc. A map of this type, produced using current GIS technologies can be an extremely useful tool in the documentation and planning at a site such as this.

6. Documentation of buildings prior to demolition

- As the significance of buildings and structures at NWS Earle varies widely, minimal documentation of certain buildings prior to demolition should be required, while more extensive documentation of more significant structures should be required. This should not be viewed as the documentation of isolated individual buildings but as contributing to the documentation of the entire district. As an example, documentation prior to the demolition of one of the small sewage-treatment facility buildings may include simply a survey card with a single original exterior photograph. On the other hand, the demolition of a building such as C-16, or one of the ammunition sidings, should include more extensive graphic and historic documentation of the building.

The extant resources of NWS Earle represent an excellent opportunity to tell the nationally significant stories associated with this site. Prior to moving ahead with additional memoranda of agreement regarding the demolition of buildings at NWS Earle, a programmatic agreement needs to be developed that addresses the long-term documentation plans for the entire NAD Earle Historic District. We look forward to working with you in developing the programmatic agreement and hope that full advantage can be taken of the opportunities presented here. If you have any further questions please contact Kurt Leasure of my staff at (609) 777-3930.

Sincerely,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

KL/00-0384

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Appendix D: 2011–2012 Correspondence



DEPARTMENT OF THE NAVY
NAVAL WEAPONS STATION EARLE
201 HWY 34
COLTS NECK, NEW JERSEY 07722-5001

IN REPLY REFER TO:
5090
Ser 00/084
15 Apr 11

Mr. Daniel D. Saunders
Deputy State Historic Preservation Officer
State of New Jersey Department of Environmental Protection
Mail Code 501-04B
Natural and Historic Resources, Historic Preservation Office
501 East State Street, 4th Floor, P.O. Box 420
Trenton, NJ 08625-0420

Dear Mr. Saunders:

SUBJECT: NAVAL WEAPONS STATION EARLE REASSESSMENT OF HISTORICAL RESOURCES

I am submitting for your review the enclosed report on the reassessment of historical resources at Naval Weapons Station (NWS) Earle. The reassessment concludes that portions of NWS Earle constitute a historic district associated with the transshipment function of the installation. This reassessment was prepared by the Construction Engineering Research Laboratory (CERL), Engineer Research and Development Center, U. S. Army Corps of Engineers, under contract to Commander Navy Region Mid-Atlantic and NWS Earle. The objectives of the study were to evaluate prior NWS Earle cultural resources reports, visit NWS Earle and tour the historic resources of the installation, and assess the eligibility of the buildings and structures at NWS Earle according to National Register of Historic Places (NRHP) guidelines.

The CERL researchers determined that portions of NWS Earle are eligible for the NRHP under Criteria A and C, 36 CFR 60.4 Criteria for Evaluation. Unlike the previous cultural resources survey reports prepared by Louis Berger & Associates and A.D. Marble & Company, which identified groups of buildings/structures and individual buildings/structures at NWS Earle as National Register eligible, CERL concluded that many of these resources are eligible as contributing resources to a historic district. This historic district directly exemplifies the transshipment process of ammunition into the European theater during World War II.

The NWS Earle Transshipment Historic District covers the period from 1943 to 1945. It includes 304 buildings, structures, and landscapes of which 264 are contributing features of the Historic District. These contributing features include the vast majority of ammunition storage facilities, the roadways, railways, yards, and remaining historic piers and trestles. They are all significant features in the transshipment process. Additionally, seven Dymaxion Deployment Units are recommended as individually eligible for the National Register under Criterion C for architecture and their association with R. Buckminster Fuller, the twentieth century, American engineer, designer, inventor, and architect.

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15 Apr 11

As stated in your letter dated September 28, 2009, your office maintains the opinion originally issued under the Opinion of Eligibility dated January 29, 2001, that the entire installation constitutes the Naval Ammunition Depot Earle (NAD Earle) Historic District and remains eligible for listing on the New Jersey and National Registers of Historic Places as a comprehensive historic district. You have further stated that all of the structures built during 1943-1953 should be considered contributing to the district.

Under the NHRP Criteria for Evaluation, CERL researchers agree with previous findings that NWS Earle is significant under Criterion A, because of its association with events that have made a significant contribution to the broad patterns of our history, specifically World War II mobilization and the rapid transshipment of ordnance used by the Navy and the Army in the European theater following the Normandy Landing in June 1944. CERL researchers determined that the period of significance should be 1943 to 1945 for NWS Earle's construction and its pivotal role in World War II and the invasion of Normandy. Even though the mission and use of the facility continued during the Korean War (and beyond), very little infrastructure was built for and during the Korean War. Only 13 buildings were constructed during the Korean War period from 1950 to 1953, and most of them were support type facilities not directly related to the mission. The lack of significant and distinguishable resources from the Korean War era does not merit its inclusion in the period of significance.

For Criterion C, CERL concludes that "The characteristics of the ammunition storage facilities at NWS Earle are unique in their design, construction method, and building materials; however, none of them were deemed architecturally significant by themselves. The plans for the ammunition storage facilities are all standardized plans utilized by both the former Navy Department and the old War Department, they are not architecturally significant, nor do they possess high artistic values. However, as a historic district the ammunition storage facilities are eligible under Criterion C as a 'significant and distinguishable entity whose components lack individual distinction' (*National Register Bulletin #15*). This resource is not a rare or exemplary model; however, the ammunition storage facilities are an important building type. They were developed in response to a need for safely storing ammunition and other munitions after the Lake Denmark, New Jersey explosion."

CERL finds that "rail lines and roadways at NWS Earle are significant components of the transshipment process and the landscape of NWS Earle. Both the rail lines and roadways function today as they did during the period of significance. The rail lines physically and visually connect the piers (and ships), receiving and dispatching yard, classification yard, and many of the storage facilities. Normandy Road connects the piers and waterfront with the southern portion of the installation allowing transportation of munitions by vehicle or truck."

In CERL's determination, certain areas of the installation do not retain enough integrity to be part of the potential historic district. These areas are the Administration Area (C Area), Waterfront Area (R Area), P Barricades (P Area), AA Barricades (AA Area/ former Army area), D Area, and M Area. Buildings have been added to these areas and other buildings dating to the period of significance have been demolished. Many of the remaining buildings have had significant envelope changes such as additions, new windows, porches, siding, stucco, and fenestration removal. Barricades have been

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abandoned or removed, new ammunition storage bunkers have been added, rail track beds have been taken out, and connecting rail lines have been eliminated.

The boundaries for the transshipment historic district are drawn by CERL following the guidelines in National Register Bulletins 12 and 21 to encompass, but not exceed, the extent of the significant resources and land areas comprising the property. All historic features of the property and some noncontributing resources are contained within the historic district. Peripheral areas that no longer retain integrity are excluded.

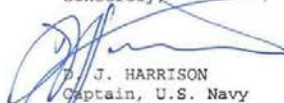
For the Pier Complex, the historic district encompasses the original Pier 1, Trestle 1, Pier 2, and Trestle 2. While in poor condition and lacking some integrity, they are in the same location and remain visible in the landscape. The new Pier 3A and Trestle 3A, which were built in the exact location as the original structures, are included as noncontributing features. All roadways and rail lines from the period of significance extending from the Pier Complex and the Waterfront to Mainside are within the historic district and are contributing landscape features. This includes all roadways that are used for vehicular access to the storage facilities (in direct support of the mission) and does not include supporting elements such as firebreak roads. Roadways that predate the installation are not included or may be included as noncontributing resources. For Mainside, the transshipment historic district boundaries drawn by CERL encompass the A and B Group barricaded sidings, E Group storehouses and ammunition reworking facilities, and F, G, H, I, J, K, L, and N magazines.

The CERL researches concur that enlisted African Americans were important to the history of NWS Earle and that the installation played a significant role in the advancement of African-American seamen during the mid-twentieth century. However, there are no extant buildings or structures at NWS Earle that reflect its associations with this theme. Therefore, the installation should not qualify as a National Register-eligible historic district on this basis.

In the future, I hope to execute a Programmatic Agreement with your office which would address appropriate treatment of the historic resources and streamline the consultative process. Agreement on what resources are National Register eligible is the first step in developing this Programmatic Agreement. Therefore, if feasible, I would appreciate your concurrence or comments on the enclosed reassessment within 30 days of receipt. I would be happy to arrange a brief of this reassessment for you at your offices or at NWS Earle, and I invite you to visit the installation to personally observe the buildings and structures discussed in the reassessment.

If you have any questions, please contact Ms. Patricia Chizmadia at (732) 866-2254 for further information or to schedule a meeting.

Sincerely,



P. J. HARRISON
Captain, U.S. Navy

Enclosure: 1. Naval Weapons Station Earle Reassessment Report



HPO Project # 07-1469-3
HPO-F2011-66

State of New Jersey

MAIL CODE 501-04B
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
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CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

June 13, 2011

Patricia Chizmadia
Natural Resources Specialist
Naval Weapons Station Earle
NAVFAC Mid-Atlantic PWD Earle Environmental Division
Code PRE4
201 Hwy 34, Building C-23
Colts Neck, NJ 07722-5031

Re: Naval Weapons Station Earle - Reassessment of Historic Resources

Dear Ms. Chizmadia:

These comments were prepared in reply to Captain D.J. Harrison's April 15, 2011 letter requesting review and comment on the following report, prepared by the United States Army Corps of Engineers - Construction Engineering Research Laboratory (CERL) on behalf of the U.S. Navy, and received by the New Jersey Historic Preservation Office (HPO) on April 19, 2011:

Smith, Adam and Megan Weaver Tooker. April 2011. *Naval Weapons Station Earle Reassessment*. Champagne, IL: Construction Engineering Research Laboratory, U.S. Army Engineer Research and Development Center. Prepared for Commander Navy Region Mid-Atlantic and Naval Weapons Station Earle.

As stated in Captain Harrison's letter, the objectives of the studies documented in the report were to "evaluate prior Naval Weapons Station (NWS) Earle cultural resources reports, visit NWS Earle and tour the historic resources of the installation, and assess the eligibility of the buildings and structures at NWS Earle according to the National Register of Historic Places guidelines".

Unlike the previous cultural resources reports that have been conducted at NWS Earle, which recommended only individual buildings or groups of buildings eligible, the CERL reassessment report concludes that portions of the NWS Earle do constitute a

HPO Project # 07-1469-3
HPO-F2011-66

National Register eligible historic district associated with the transshipment function of the installation. This conclusion is more consistent with prior determinations made by the HPO, including the original SHPO Opinion of Eligibility for the Naval Weapons Station Earle Historic District on January 29, 2001 and the HPO's subsequent comments on September 28, 2009, in which the HPO reiterated its opinion of eligibility for the historic district following a review of the A.D. Marble survey report.

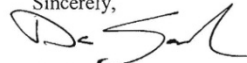
The CERL report does not dispute the historical significance of Naval Weapons Station Earle but does conclude that certain areas of the installation should be excluded from the historic district due to diminished integrity. These areas include the C Area, R Area, P Barricades, AA Barricades, D Area, and M Area. In addition, the report recommends a period of significance from 1943 to 1945, as opposed to 1943 to 1953 as previously determined by the HPO.

The HPO is pleased to see that CERL has concluded that a large historic district does exist at Naval Weapons Station Earle. However, the CERL report, which reevaluated the previous cultural resources studies conducted at Earle, did not present a substantial amount of new information, such as a comprehensive integrity evaluation, that would compel HPO staff to exclude the above-referenced areas from the historic district at this time.

It is my understanding that the Navy has offered to meet with HPO staff and to have the CERL staff present their research and the report during the meeting. HPO staff agrees that a meeting between the Navy, HPO, and the CERL researchers would be beneficial and would provide an opportunity for more specific information about the areas that have been recommended for exclusion, such as historic and modern photographs, aerial images that demonstrate changes in the areas over time, detailed building alteration/modification information to be presented. Additional items to be discussed should include the period of significance and contributing/non-contributing status of buildings within the historic district based upon integrity.

Thank you for providing the opportunity to review and comment on the submitted documentation. The HPO looks forward to further consultation with the Navy regarding this matter. Please do not hesitate to contact Jonathan Kinney of my staff at (609) 984-0141 with any questions. If additional consultation with the HPO is needed for this undertaking, please reference the HPO project number 07-1469 in any future calls, emails, or written correspondence in order to expedite our review and response.

Sincerely,



Daniel D. Saunders
Deputy State Historic
Preservation Officer



HPO Project # 07-1469-4
HPO-A2012-094 PROD

State of New Jersey

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DEPARTMENT OF ENVIRONMENTAL PROTECTION
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January 13, 2012

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Natural Resources Specialist
Naval Weapons Station Earle
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Code PRE4
201 Hwy 34, Building C-23
Colts Neck, NJ 07722-5031

Re: Naval Weapons Station Earle - Reassessment of Historic Resources

Dear Ms. Chizmadia:

These comments were prepared as a follow up to the June 28, 2011 meeting attended by Kate Marcopul, Jonathan Kinney, and myself from the Historic Preservation Office (HPO), yourself from Naval Weapons Station Earle, Pamela Anderson of NAVFAC Mid Atlantic, and Megan Tooker and Adam Smith of the U.S. Army Corps of Engineers - Construction and Engineering Research Laboratory (CERL). The meeting was held in order to continue the discussion regarding the following report, prepared by Ms. Tooker and Mr. Smith:

Smith, Adam and Megan Weaver Tooker. April 2011. *Naval Weapons Station Earle Reassessment*. Champagne, IL: Construction Engineering Research Laboratory, U.S. Army Engineer Research and Development Center. Prepared for Commander Navy Region Mid-Atlantic and Naval Weapons Station Earle.

The CERL reassessment report concludes that portions of Naval Weapons Station Earle do constitute a National Register eligible historic district associated with the transshipment function of the installation, but that certain areas of the installation should be excluded from the historic district due to diminished integrity. The HPO issued initial comments on this report on June 13, 2011 (HPO-F2011-66) and requested the meeting in order to give the CERL staff an opportunity to present their research, conclusions, and additional information regarding the historic integrity of certain areas within the installation.

HPO Project # 07-1469-4
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As you are aware, the SHPO previously recommended the Naval Weapons Station Earle Historic District eligible for listing in the New Jersey and National Registers of Historic Places in a SHPO Opinion of Eligibility dated January 29, 2001. The boundary of the district was determined to be the entire installation and the recommended period of significance was 1943-1953 in order to include the significant roles the installation played in both World War II and the Korean War. All of the structures constructed on the installation during the period of significance were considered to be contributing resources. The HPO reiterated this opinion of eligibility on September 28, 2009.

Based upon further review of the submitted report, the above-referenced June 13, 2011 meeting, and subsequent consultation with the Navy, the HPO concurs with CERL's conclusion that the integrity of certain areas within the boundaries of the Naval Weapons Station Earle Historic District has been compromised by the demolition and alteration of historic buildings and the construction of new buildings. The submitted CERL report included a revised historic district boundary that excludes those areas which CERL felt no longer retained sufficient integrity to contribute to the historic district. These areas are:

- Mainside Administration Area (C Area)
- Waterfront Administration Area (R Area)
- P Barricades (P Area)
- AA Barricades (AA Area/Former Army Area)
- D Area
- M Area

HPO staff concurs with CERL's conclusions regarding the Mainside Administration Area (C Area), Waterfront Administration Area (R Area), D Area, and M Area. The revised historic district boundary (illustrated in Figures 51, 52, and 53 of the CERL report) appropriately excludes these areas from the Naval Weapons Station Earle Historic District.

At this time, the HPO staff respectfully disagrees with CERL's conclusion that the P Barricades (P Area) and AA Barricades (AA Area/Former Army Area) should be excluded from the historic district. Despite portions of these areas being obscured by the growth of vegetation, they remain relatively intact and unaltered from their period of construction and are significant elements within the built environment of Naval Weapons Station Earle that relate directly to the installation's transshipment function. It is our understanding that the CERL team has subsequently revisited these areas to conduct a more in-depth survey and integrity analysis. The HPO requests that additional consultation take place regarding these areas once this new information has been compiled and reviewed.

With the exception of these two areas, the HPO concurs with the determinations made in Table 3 (pages 68-77 of the CERL report) regarding the contributing and non-contributing resources within the revised Naval Weapons Station Earle Historic District, which will include all ammo storage facilities, roadways, railways, yards, piers, and trestles from the period of significance.

HPO Project # 07-1469-4
HPO-A2012-094 PROD

The CERL report also concluded that the period of significance for the historic district should be reduced to 1943-1945. The reason given for this recommended change was that although the installation did play a significance role in the transshipment of ordnance during the Korean War, very little infrastructure was built for and during that conflict, with only one out of the eleven extant buildings from that period related to the transshipment mission. The HPO respectfully disagrees with this conclusion. The buildings and structures at Earle need not have been constructed during the Korean War in order to have significance for that period. The HPO would like to continue consultation regarding this matter and would like to suggest the possibility of a discontinuous period of significance from 1943-1945 and 1950-1953.

Finally, the HPO respectfully disagrees with CERL's conclusion regarding the seven Dymaxion Deployment Units located within the installation. CERL recommended the structures individually eligible for inclusion in the New Jersey and National Registers but concluded that they would not contribute to the historic district. Pursuant to National Register Bulletin 16A How to Complete the National Register Registration Form, properties that individually meet the National Register Criteria should be considered contributing elements within a historic district. The HPO looks forward to further consultation with the Navy regarding this matter.

Upon resolution of the items discussed above, the HPO plans to issue a revised SHPO Opinion of Eligibility updating the boundaries, period of significance, and list of contributing properties for the Naval Weapons Station Earle Historic District in order to clarify these aspects of the historic resource.

Thank you for providing the opportunity to review and comment on the submitted documentation. Please do not hesitate to contact Jonathan Kinney of my staff at (609) 984-0141 with any questions. Please reference the HPO project number 07-1469 in any future calls, emails, or written correspondence in order to expedite our review and response.

Sincerely,



Daniel D. Saunders
Deputy State Historic
Preservation Officer

- Select boundaries to encompass but not exceed the extent of the significant resources and land areas comprising the property.
- Include all historic features of the property, but do not include buffer zones or acreage not directly contributing to the significance of the property.
- Exclude peripheral areas that no longer retain integrity due to alterations in physical conditions or setting caused by human forces, such as development, or natural forces, such as erosion.
- Include small areas that are disturbed or lack significance when they are completely surrounded by eligible resources. "Donut holes" are not allowed.
- Define a discontinuous property when large areas lacking eligible resources separate portions of the eligible resource.

A list of buildings and key landscape features within the historic district are listed below (see Table 3). Within this table, resources are listed as "Contributing" or "Non-Contributing" to the proposed Transshipment Historic District. Those listed as "Non-Contributing" have been found to 1) lack the integrity necessary to contribute to the district, 2) were built outside the period of significance, or 3) or they are resources determined to never be architecturally or mission specific such as smoking shelters or waste water treatment plants. Those listed as "Non-Contributing/Not yet 50" are those resources built within the district boundaries that have not yet reached 50 years of age. These resources will still need to be evaluated when they reach 50 years of age to see if they are individually eligible or are part of a yet to be determined district. As previously discussed, the two Dymaxion Deployment units located within the district boundaries are listed as "Individually eligible". Since it is unlikely there were in their present location during the period of significance, they do not contribute to the district.

Table 3. List of buildings inside the historic district.

BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
3A	202039	PORT OPERATIONS	1-Jul-88	Non-Contributing/Not Yet 50
519	202267	SMOKING SHELTER - PIER 2	1-Jul-01	Non-contributing
521	202269	SMOKING SHELTER - PIER WYE	1-Jul-01	Non-contributing
527	201930	RANGE LIGHT/PIER1/	1-Jul-44	Contributing
528	201929	RANGE LIGHT/TRESTLE2/	1-Jul-44	Contributing

BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
552	202273	PIER ACCESS GATE - TOWER	1-Jul-05	Non-Contributing/Not Yet 50
571	202026	GUARD/SENTRY HOUSE	1-Jul-82	Non-contributing/Not Yet 50
571A	202279	SECURITY BARRIER - MIDWAY RD	1-Jul-01	Non-Contributing/Not Yet 50
571B	202280	SECURITY BARRIER - ASBURY AV	1-Jul-01	Non-Contributing/Not Yet 50
A-1	201051	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A-2	201052	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A-3	201053	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A-4	201054	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A-5	201055	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A-6	201056	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A-7	201057	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A-8	201058	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A-9	201059	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A-10	201060	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B-1	201113	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B-2	201114	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B-3	201115	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B-4	201116	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B-5	201117	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B-6	201118	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B-7	201119	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B-8	201120	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B-9	201121	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B-10	201122	BARRICADED SIDING /RR/	1-Jul-44	Contributing
E-1	201522	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-2	201523	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-3	201518	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-4	201519	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-5	201520	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-6	201521	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-7	201524	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-8	201525	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-9	201526	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-10	201788	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-11	201528	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E-12	201529	MSNAP - OPS. STOREHOUSE	1-Jul-44	Contributing
E-13	201820	AMMO REWORK-OVERHAUL SHOP	1-Jul-44	Contributing

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BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
E-14	200071	AMMO REWORK-OVERHAUL SHOP	1-Jul-44	Contributing
F-1	201531	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-2	201532	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-3	201533	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-4	201534	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-5	201535	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-6	201536	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-7	201537	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-8	201538	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-9	201539	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-10	201540	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-11	201541	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-12	201542	SMOKELESS PDR PROJECTL MAG.	1-Jul-44	Contributing
F-13	201543	SMALL ARMS-MAGAZINE	1-Jul-44	Contributing
F-14	201544	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-15	201545	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-16	201546	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-17	201547	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-18	201548	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-19	201549	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-20	201550	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-21	201551	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-22	201552	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-23	201553	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-24	201554	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-25	201555	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-26	201556	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-27	201557	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-28	201558	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-29	201559	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-30	201560	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-31	201561	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing

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BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
F-32	201562	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-33	201563	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-34	201564	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-35	201565	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-36	201566	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-37	201567	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-38	201568	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-39	201569	SMALL ARMS-MAGAZINE	1-Jul-44	Contributing
F-40	201570	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-41	201571	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-42	201572	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-43	201573	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-44	201574	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-45	201575	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-46	201576	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-47	201577	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-48	201578	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-49	201579	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F-50	201580	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-51	201581	SMALL ARMS PYROTECHNICS MAG	1-Jul-44	Contributing
F-52	201582	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F-53	202016	SMOKELESS PWD/PROJ. MAGAZINE	1-Jul-81	Non-contributing/Not Yet 50
F-54	202063	MISSILE MAGAZINE	1-Jul-90	Non-contributing/Not Yet 50
F-63	202070	PROJECTILE MAG.	1-Jul-91	Non-contributing/Not Yet 50
F-64	202071	PROJECTILE MAG	1-Jul-91	Non-contributing/Not Yet 50
F-65	202073	PROJECTILE MAG.	1-Jul-91	Non-contributing/Not Yet 50
F-66	202074	PROJECTILE MAG.	1-Jul-91	Non-contributing/Not Yet 50

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BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
F-67	202075	PROJECTILE MAG.	1-Jul-92	Non-contributing/Not Yet 50
F-68	202076	PROJECTILE MAG.	1-Jul-92	Non-contributing/Not Yet 50
FA-2	201849	ORDNANCE FIELD OFFICE	1-Jul-53	Non-contributing
FA-4	201848	STORAGE, ORD. EQUIPMENT	1-Jul-53	Non-contributing
G-1	201583	FUSE-DETONATOR MAG-BULK	1-Jul-44	Contributing
G-2	201584	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-3	201585	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-4	201586	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-5	201587	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-6	201588	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-7	201589	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-8	201590	FUSE-DETONATOR MAG-BULK(VAC)	1-Jul-44	Contributing
G-9	201591	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-10	201687	FUSE-DET MAG-BLK (VACANT)	1-Jul-44	Contributing
G-11	201592	FUSE-DET MAG-BLK (VACANT)	1-Jul-44	Contributing
G-12	201593	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-13	201594	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-14	201595	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-15	201596	FUSE-DETONATR MAG-BLK VACANT	1-Jul-44	Contributing
G-16	201597	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-17	201598	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-18	201599	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-19	201600	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-20	201601	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-21	201602	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-22	201603	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-23	201604	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing

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BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
G-24	201605	FUSE-DETONATOR MAG-BULK	1-Jul-44	Contributing
G-25	201606	FUST-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-26	201685	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G-27	201610	OTHER/AMMUNITION STRG (VAC)	1-Jul-44	Contributing
G-28	201611	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G-29	201612	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G-30	201613	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G-31	201614	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G-32	201615	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G-33	201616	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G-34	201609	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
GB-1	201040	INERT STOREHOUSE	1-Jul-44	Contributing
H-1	201617	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-2	201618	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-3	201619	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-4	201620	SMALL ARMS PYROTECHNICS MAG	1-Jul-44	Contributing
H-5	201621	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-6	201622	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-7	201623	FUSE-DETONATOR MAG-BULK	1-Jul-44	Contributing
H-8	201624	FUSE-DETONATOR MAG-BULK	1-Jul-44	Contributing
H-9	201625	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-10	201626	OTHER/ AMMUNITION STORAGE	1-Jul-44	Contributing
H-11	201627	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-12	201628	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-13	201629	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-14	201639	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-15	201630	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-16	201631	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-17	201632	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H-18	201633	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-19	201634	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-20	201635	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing

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BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
H-21	201636	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-22	201637	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-23	201638	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H-24	201640	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
HA-1	201641	TRANSFER DEPOT EXPLOSIVES	1-Jul-44	Contributing
HA-3	202051	ORDNANCE STORAGE	1-Jul-89	Non-contributing/Not Yet 50
HB-1	201140	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Contributing
HB-10	201249	RR BRIDGE-TRESTLE /HWY 36/	1-Jul-44	Contributing
HB-2	201139	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Contributing
HB-2A	202049	VEHICLE BRIDGE OVER CRRNJ	1-Jul-35	Contributing
HB-3	201242	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Contributing
HB-4A	202233	VEH BRIDGE OVER SWIMMING RIV	1-Jul-97	Non-contributing
HB-6	201245	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Contributing
HB-7	201246	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Non-contributing
HB-8	201247	RR BRIDGE-TRESTLE /NY-LBRR/	1-Jul-44	Contributing
HB-9	201248	RR BRIDGE-TRESTLE	1-Jul-44	Contributing
I-1	200211	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-2	200212	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-3	200213	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-4	200214	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-5	200215	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-6	200216	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-7	200217	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-8	200218	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-9	200219	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-10	200220	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-11	200221	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-12	200222	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-13	200223	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-14	200224	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-15	200225	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-16	200226	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-17	200227	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-18	200228	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-19	200229	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-20	200230	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-21	200231	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing

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BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
I-22	200232	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-23	200233	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I-24	200234	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-1	200235	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-2	200236	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-3	200237	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-4	200238	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-5	200239	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-6	200240	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-7	200241	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-8	200242	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-9	200243	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-10	200244	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-11	200245	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-12	200246	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-13	200247	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-14	200248	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-15	200249	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-16	200250	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-17	200251	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-18	200252	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-19	200253	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-20	200254	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-21	200255	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-22	200256	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-23	200257	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J-24	200258	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-1	200259	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-2	200260	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-3	200261	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-4	200262	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-5	200263	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-6	200264	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-7	200265	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-8	200266	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-9	200267	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-10	200268	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-11	200269	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-12	200270	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-13	200271	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-14	200272	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-15	200273	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-16	200274	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-17	200275	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-18	200276	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing

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BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
K-19	200277	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-20	200278	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-21	200279	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-22	200280	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-23	200281	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K-24	200282	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-1	200283	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-2	200284	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-3	200285	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-4	200286	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-5	200287	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-6	200288	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-7	200289	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-8	200290	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-9	200291	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-10	200292	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-11	200293	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-12	200294	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-13	200295	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-14	200296	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-15	200297	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-16	200298	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-17	200299	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-18	200300	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-19	200301	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-20	200302	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-21	200303	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-22	200304	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-23	200305	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-24	200306	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L-25	201828	TRUCK SCALE HOUSE	1-Jul-54	Non-contributing
N-1	202012	MISSILE MAGAZINE	1-Jul-79	Non-Contributing/Not Yet 50
N-2	202013	MISSILE MAGAZINE	1-Jul-79	Non-Contributing/Not Yet 50
N-3	202020	MISSILE MAGAZINE	1-Jul-81	Non-Contributing/Not Yet 50
N-4	202017	MISSILE MAGAZINE	1-Jul-81	Non-Contributing/Not Yet 50
NORM RD	201881	NORMANDY ROAD	1-Jul-44	Contributing
PIER1	201134	CARGO STAGING AREA	1-Jul-44	Contributing

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BLDG NO	PROPERTY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS
PIER2	201135	PIER-2 GENERAL PURPOSE PIER	1-Jul-44	Contributing
PIER3A	202308	PIER 3A	22-Sep-09	Non-Contributing/Not Yet 50
P-WYE	202261	PIER WYE	1-Jul-81	Non-Contributing/Not Yet 50
R-20	202021	PIER 2 UTILITIES BUILDING	1-Jul-76	Non-Contributing/Not Yet 50
S-13A	202202	RAILROAD CONTROL ADMIN.	1-Jul-95	Non-contributing/Not Yet 50
S-35	200364	OTHER/CARPENTER SHOP	1-Jul-44	Contributing
S-36	202066	LUMBER STRG FACILITY	1-Jul-92	Non-Contributing/Not Yet 50
S-62A	202285	ELEC. SERVICE BLDG. - PIER 1	1-Jul-95	Contributing
S-64	202257	WF SEWAGE TREATMENT SYSTEM	1-Jul-04	Non-contributing
S-200	201420	PUBLIC QUARTERS G	1-Jul-44	Pre-existing Building (Non-Navy)
S-201	201421	GARAGE DETACHED QUARTERS E	1-Jul-44	Pre-existing Building (Non-Navy)
S-204	201679	PUBLIC QUARTERS F	1-Jul-44	Pre-existing Building (Non-Navy)
S-207	201680	PUBLIC QTRS E	1-Jul-44	Pre-existing Building (Non-Navy)
S-349	201464	MSNAP/MCDS OPS STORAGE	1-Jul-45	Contributing
S-350	201465	MSNAP/MCDS OPS STORAGE	1-Jul-45	Contributing
T-1	201138	TRESTLE-1 (ABANDONED)	1-Jul-43	Contributing
T-1A	202200	TRESTLE ONE (REPLACEMENT)	1-Jul-93	Non-Contributing/Not Yet 50
T-2	201136	TRESTLE-2	1-Jul-44	Contributing
T-3A	202307	TRESTLE 3A	22-Sep-09	Non-Contributing/Not Yet 50
		CLASSIFICATION YARD		Contributing
		RECEIVING AND DISPATCH YARD		Contributing
S-472	201843	DYMAXION DEPLOYMENT UNIT	1-Jul-44	Individually Eligible
DDU		DYMAXION DEPLOYMENT UNIT	1-Jul-44	Individually Eligible



DEPARTMENT OF THE NAVY
NAVAL WEAPONS STATION EARLE
201 HWY 34
COLTS NECK, NEW JERSEY 07722-5001

IN REPLY REFER TO
5090
Ser 00/ 387
13 Dec 12

Mr. Daniel D. Saunders
Deputy State Historic Preservation Officer
State of New Jersey Department of Environmental Protection
Mail Code 501-04B
Natural and Historic Resources
Historic Preservation Office
501 East State Street, 4th Floor
P.O. Box 420
Trenton, NJ 08625-0420

Dear Mr. Saunders:

SUBJECT: NAVAL WEAPONS STATION EARLE-REASSESSMENT OF HISTORIC
RESOURCES HPO #07-1469

Thank you for the comments received in your letter dated January 13, 2012, regarding the reassessment of historic resources at Naval Weapons Station Earle (NWS Earle) in Colts Neck, New Jersey. In this letter, the New Jersey Historic Preservation Office (HPO) concurred with the conclusion of the reassessment report prepared by the U.S. Army Corps of Engineers, Construction and Engineering Research Laboratory (CERL) that the integrity of certain areas within the boundaries of the Naval Weapons Station Earle Historic District has been compromised by the demolition and alteration of historic buildings and the construction of new buildings. The HPO staff agreed with CERL's conclusions regarding the Mainside Administration Area (C Area), Waterfront Administration Area (R Area), D Area, and M Area and the revised historic district boundary that excludes these areas from the Naval Weapons Station Earle Historic District. The Navy is in agreement with the concurrence of a revised historic district based on the transshipment function that excludes the aforementioned areas due to a lack of integrity. The Navy also is in agreement with the discontinuous period of significance for the Naval Weapons Station Earle Historic District and concurs the period of significance for the historic district should be 1943-1945 and 1950-1953.

In consideration of the remaining comments regarding the Dymaxion Deployment Units (DDU) and the eligibility of the Army Area barricades and the P Group barricades, the Navy has further reviewed available information on Navy and Army ammunition storage facilities and historic maps, aeriels and photographs of NWS Earle. Additionally,

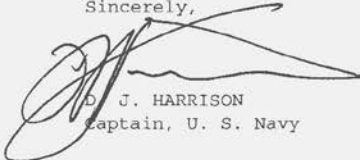
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13 Dec 12

Naval Facilities Engineering Command Mid-Atlantic (NAVFAC MIDLANT) architectural historian, Heather McDonald, has performed an assessment on the current conditions of the barricades and further explored the possibility of the DDUs being contributing resources to the Naval Weapons Station Earle Historic District. This information on the Navy's findings has been compiled in a report entitled *Supplemental Documentation for the Naval Weapons Station Earle Reassessment, October 2012* that is enclosed for your review.

The Navy has concluded that the DDUs are individually eligible for the National Register of Historic Places; however, they should not be contributing resources to the NWS Earle Historic District since there is no direct connection of the units with the transshipment mission at NWS Earle during the period of significance of the historic district. Furthermore, the Navy has determined that the Army Area barricades and P Group barricades have lost integrity and no longer portray the transshipment function; therefore they should not be included in the historic district.

I look forward to your comments on the enclosed report and continuing to work with your office on the reassessment of the NWS Earle Historic District. If you would like to meet with Navy representatives to further discuss the findings of the report or coordinate a site visit to examine the structures discussed in the report, please contact Ms. Patricia Chizmadia at 732-866-2254 or via electronic mail at patricia.chizmadia@navy.mil.

Sincerely,



D. J. HARRISON
Captain, U. S. Navy

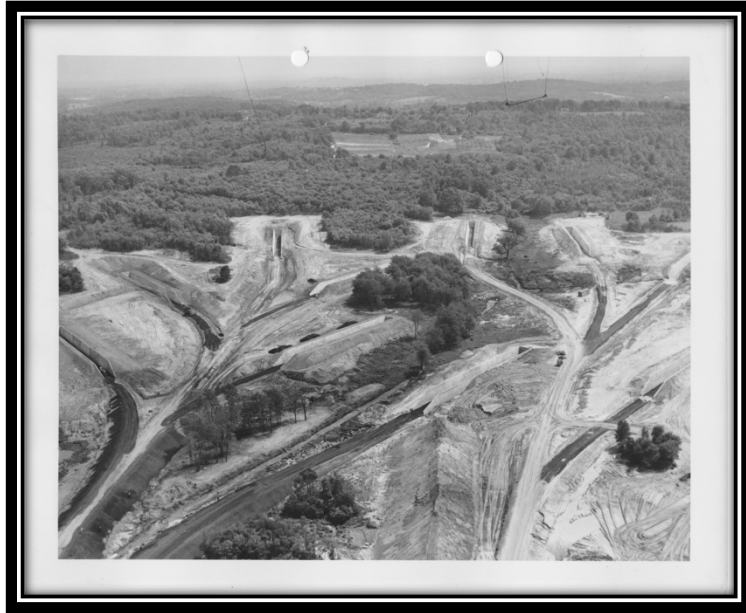
Enclosures: 1. *Supplemental Documentation for the Naval Weapons Station Earle Reassessment, October 2012*

Appendix E: Naval Facility Mid-Atlantic Addendum Report

The pages in this appendix represent a facsimile of the complete *Supplemental Documentation for the Naval Weapons Station Earle Reassessment* done by Heather McDonald in October 2012, except for slight adjustments in figure size and font appearance to meet the page dimensions of this report. Text is unedited and all figures are represented from the original report. Page numbers on the Table of Contents were adjusted to reflect the page numbers of this report.

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**Supplemental Documentation
for the Naval Weapons Station Earle Reassessment
October 2012**



1944 aerial P Group barricades



1944 aerial Army Area barricades

Prepared by
Naval Facilities Engineering Command, Mid-Atlantic
Cultural Resource Management Program
Norfolk, Virginia
For
Naval Weapons Station Earle, New Jersey

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INTRODUCTION

The Navy is currently in consultation with the New Jersey State Historic Preservation Office (SHPO) regarding the eligibility of resources located at Naval Weapons Station Earle (NWS Earle), New Jersey. Most recently, the Navy submitted a reassessment of historic resources prepared by Adam Smith and Megan Weaver Tooker of the Construction Engineering Research Laboratory, U.S. Army Engineer Research and Development Center (CERL) in April 2011. The Navy and the SHPO staff met to further discuss the report in June 2011 with Navy and CERL representatives. The SHPO provided comments on the reassessment report in a letter dated January 13, 2012. Those comments are summarized in the bulleted points below.

- Concurrence with a revised historic district based on the transshipment function that excludes Mainside Administration Area (C Area), Waterfront Administration Area (R Area), D Area and M Area from the Naval Weapons Station Earle Historic District due to a lack of integrity.
- Disagreement with the findings that the P Group barricades (P Area) and Army Area barricades (AA Area/Former Army Area) should be excluded from the historic district. These areas despite being overgrown remain relatively intact and unaltered.
- Disagreement with the conclusion that the period of significance for the historic district be reduced to 1943-1945. The SHPO provide a suggestion of a discontinuous period of significance from 1943-1945 and 1950-1953.
- Disagreement that the seven Dymaxion Deployment Units (DDUs) are only individually eligible and belief the DDUs should be contributing resources to the historic district.

In consideration of the SHPO comments, the Navy has further reviewed available information on Navy and Army ammunition storage facilities, historic maps of NWS Earle, an assessment on the current condition of the P Group and Army Area barricades and further explored the possibility of the DDUs being contributing resources to the NWS Earle Historic District. The Navy is in agreement with the concurrence on the C Area, R Area, D Area and M Area of Naval Weapons Station Earle. The Navy also is in agreement with the discontinuous period of significance for the NWS Earle Historic District and agrees the period of significance for the historic district should be 1943-1945 and 1950-1953. The Navy disagrees with the remaining comments in reference to the P Group barricades (P Area), Army Area barricades (AA Area) and the Dymaxion Deployment Units (DDUs) and has prepared the findings of the additional assessment in the enclosed documentation which is to supplement the existing report completed by CERL in 2011.

The author, Heather McDonald, meets the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation, Professional Qualifications* (48 FR 44716-42).

Dymaxion Deployment Units

The Navy agrees the Dymaxion Deployment Units contribute to the historic context of NWS Earle as the DDUs were utilized by the Army at NWS Earle and the structures are significant as a particular type of construction and architecture and their association with R. Buckminster Fuller. However, we believe the structures should be individually eligible since there does not appear to be a direct link to the Navy's transshipment function at NWS Earle. First of all, the units are associated with the Army and do not appear to have played a role in the transshipment process. The DDUs appear to be connected to the communications and radar mission of the Army in general. The DDUs provided housing for communications and radar personnel. For instance, the DDUs at Camp Evans in New Jersey were located next to the radar antenna shelters (Anonymous 2012) and at Fort Monmouth, New Jersey, an important installation for the Signal Corps, also contained DDUs (Fort Monmouth Economic Revitalization Planning Authority n.d: 7-12). The Army did not have a major communications role at NWS Earle and utilized the installation as an ammunition depot and for periodic training exercises.

Secondly, the units do not appear to be original to NWS Earle, but were relocated to the installation at various times. The Form-K prepared by Louis Berger & Associates, Inc, in 1996 indicates the DDUs were utilized by the Army and the Army has used NWS Earle's Wayside area for periodic training and communication exercises since the late 1940s. However, it is unknown if the units were utilized at NWS Earle to serve a transshipment function during the period of significance of the historic district.

National Register Bulletin 16A How to Complete the National Register Registration Form defines a contributing resource of a historic district in the following statement:

A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archeological values for which a property is significant because:

- it was present during the period of significance, relates to the documented significance of the property, and possesses historic integrity or is capable of yielding important information about the period; or
- it independently meets the National Register criteria (Identify contributing resources of this type and explain their significance in section 8).

The definition of a district, as well as the first part of the contributing resource definition, states resources within a district must possess a "significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development." Also under

Section 8-Statement of Significance of the bulletin, as referred to in the second part of the contributing resources definition, states the following:

For districts with properties individually meeting the National Register criteria, mark x in the box that identifies the criterion for which that property is significant as well as the criterion for the district as a whole.

It continues by providing the following example:

A historic district significant for its collection of period revival houses also contains the home of an influential newspaper publisher who contributed to local labor reforms in the 1920s. Check boxes B and C.

Additionally *National Register Bulletin 16 How to Apply the National Register Criteria for Evaluation*, Section IV How to Define Categories of Historic Properties, states the following as it applies to historic districts:

DISTRICT

A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

Concentration, Linkage, & Continuity of Features

A district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties. For example, a district can reflect one principal activity, such as a mill or a ranch, or it can encompass several interrelated activities, such as an area that includes industrial, residential, or commercial buildings, sites, structures, or objects. A district can also be a grouping of archeological sites related primarily by their common components; these types of districts often will not visually represent a specific historic environment.

Significance

A district must be significant, as well as being an identifiable entity. It must be important for historical, architectural, archeological, engineering, or cultural values. Therefore, districts that are significant will usually meet the last portion of Criterion C plus Criterion A, Criterion B, other portions of Criterion C, or Criterion D.

Types of Features

A district can comprise both features that lack individual distinction and individually distinctive features that serve as focal points. It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. In either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole.

The Navy's interpretation of the National Register Bulletin 16 and 16A is individually eligible resources can also be contributing resources to an identified historic district only when the resource is directly connected to the historic context and statement of significance of the historic district such as serving as focal points to the district.

Therefore, pursuant to National Register Bulletin 16 and 16A, the Navy does not believe the DDU's should be contributing structures to the historic district. The statement of significance for the NWS Earle Historic District is narrowly defined as the transshipment process that occurred at NWS Earle during World War II and the Korean War. It appears the DDU's were associated with housing for the Army and also connected to a communication mission rather than a transshipment mission.

Historic Context of Navy Barricades

NWS Earle was commissioned in 1943 as a transshipment depot to facilitate the movement of ammunition from stateside production and storage to the Navy and Armed forces then in the European Theater of World War II (Berger 1999: 3). Throughout its history, the Department of Defense has utilized a system of large and small depots for long-term storage of ammunition stores and short-term storage prior to distribution to end users (Goodwin 2011: 3-1).

“The installations received ammunition shipments for use by military personnel in training or in routine military functions and also required on-site ammunition storage structures for safe short-term storage. The deployment of forces overseas required storage facilities at Ports of Embarkation to house ammunition prior to shipment. When overseas actions ended, ammunition was returned stateside; returned to depot areas; and sorted for long-term storage, repair, or disposal as required” (Goodwin 2011: 3-1).

The World War II (WWII) period showed an expansion of the existing Navy ammunition storage facilities to accommodate the war effort. NWS Earle is part of the WWII expansion of the ammunition storage facility system as an ammunition shipping station for in-transit storage of ammunition. The first WWII shipping station was constructed at Port Chicago in the San Francisco area with the construction of a pier, inert storage buildings, a personnel area and barricaded rail sidings in 1942 (Goodwin 2011: 1-5). In 1943, NWS Earle and a shipping station at Bangor, Washington were constructed soon after Port Chicago (Goodwin 2011: 1-5).⁴ Another shipping station was developed in the 1944 at Seal Beach, California. Seal Beach differed from the other shipping stations in which this shipping station was developed to transfer ammunition directly to warships (Goodwin 2011, 1-5). Another coastal ammunition depot was constructed in Charleston, South Carolina in the 1940s. In addition to the shipping stations, the Navy also constructed three vast inland storage depots in the 1940s designed to supply regional coastal depots and transshipment points. The three depots were located at Crane, Indiana; McAlester Oklahoma and Hastings, Nebraska. The Navy also greatly expanded its existing ammunition depots including Hawthorne, Nevada (1930), Yorktown, Virginia (1928), and St. Julien’s Creek, Virginia (1898).

Barricaded rail sidings were a common feature found at ammunition shipping stations as they were critical for the temporary storage of ammunition. At Port Chicago the barricaded rail sidings contained five, 17 X 25 foot magazines and small loading platforms, which was an unusual design for barricaded rail sidings (Goodwin 2011: 1-5). By 1945, Port Chicago had 40 barricaded rail sidings accommodating up to 250 ammunition-laden rail cars, 75 high-explosive magazines and 93 gun ammunition magazines (Goodwin 2011: 1-5). The ammunition arrived from Hawthorne, Nevada via rail cars and the rail cars were held between the barricaded rail sidings. Once needed, the rail cars were then moved onto the pier and loaded into the ships. (American Merchant Marine at War, www.usmm.org).

⁴ The Program Comment states the following “Similar large shipping centers were constructed at Earle, New York and Bangor, Maine (1-5). Upon further research the shipping center was located at Bangor Naval Ammunition Depot in Bangor, Washington not Maine.

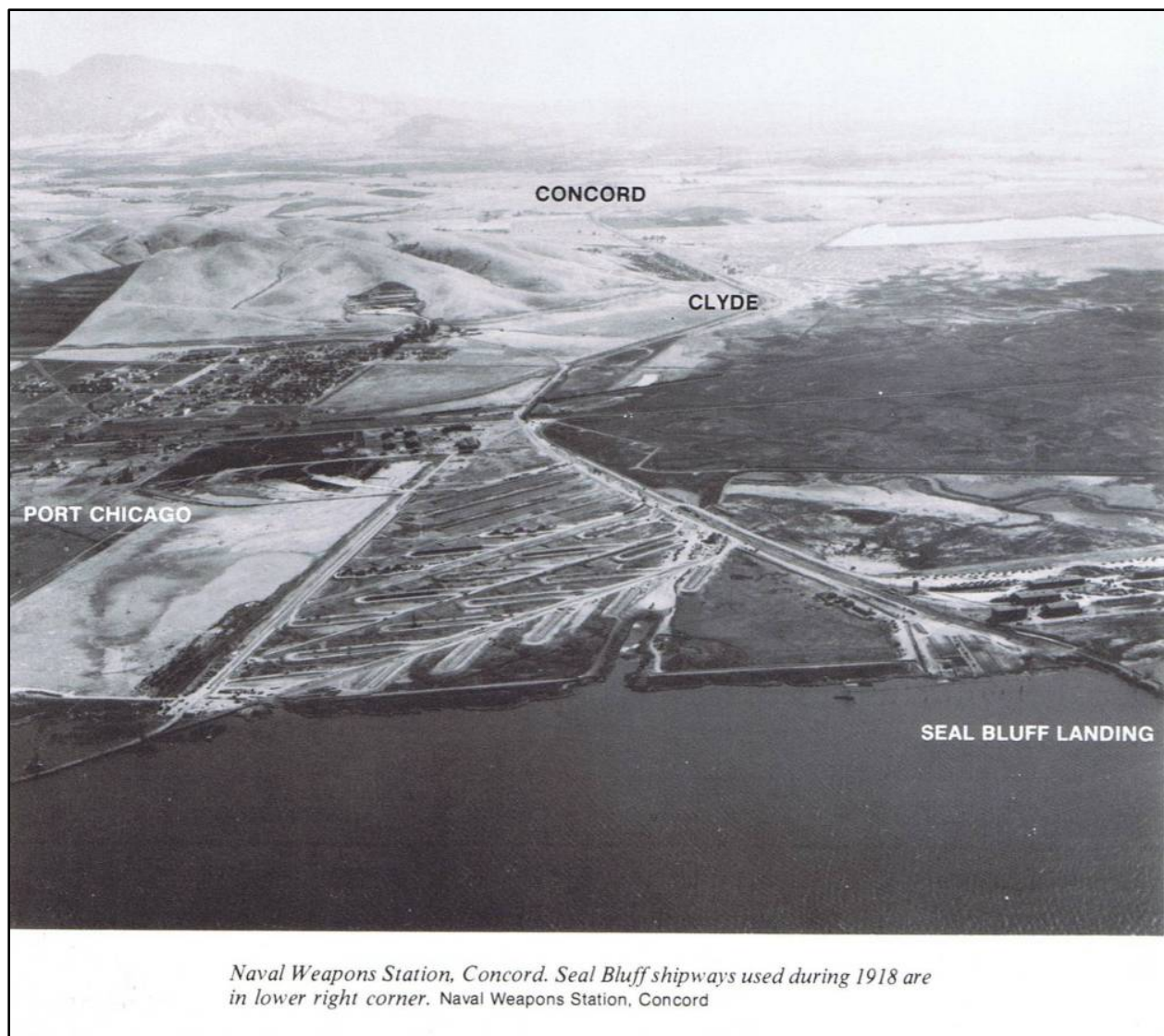


Figure 1. Barricaded Railroad Sidings at Port Chicago, unknown date
Source: Cowell Historical Society, cowellhistoricalsociety.org

Bangor, Seal Beach and Earle have similar barricades consisting of complexes of barricades connected to the main rail lines (Goodwin 2011: 1-5; personal communication, Sackett). The inland ammunition depots do not appear to have contained the barricaded rail sidings based on available information. Mr. Dale Groh, a retired Ordnance Safety Officer at NWS Crane, Indiana, stated his look at the history revealed that all coastal ammunition depots had the barricaded rail sidings between the magazine area and the ship load out areas. He assumed, based on his professional experience that the inland depots did not have the rail sidings as it was believed the inland depots were less vulnerable to attack than the coastal and the inland depots were expected to ship ammunition out immediately upon making it and did not require holding sites (personal communication, Groh).



Figure 2. Barricaded Rail Siding, NWS Seal Beach, CA (2007)
Source: Goodwin 2011

Additionally, barricades have been utilized since the early 1900s as blast deflectors placed in front of magazines. The historic context prepared for the Army on ammunition and explosive storage associates the barricades with the development of the distance table (Geo-Marine 2000: 15). In 1910, the American Table of Distances for Inhabited Buildings and Public Railways was established. The recommended distances in the table were for barricaded magazines. The committee, who developed the table, recommended that distances between non-barricaded magazines and buildings, railways and highways be doubled for safety reasons (Geo-Marine 2000, 15). The barricades could be natural or artificial but had to screen the magazine from other structures (Geo-Marine 2000, 15). Occasionally, separate barricades were erected around the magazines to reduce the safety distances and allow structures to be closer to the magazines. The primary difference between magazine barricades and the barricaded railroad sidings is the length.

Barricades became more prevalent after the incident at the Naval Ammunition Depot located at Lake Denmark, New Jersey near the Army's Picatinny Arsenal. Lightning struck a magazine and the magazine exploded. The explosion caused two other magazines to explode resulting in damage to numerous buildings and loss of life. After the incident, the Army and Navy formed a joint board to review the incident and make recommendations to improve the safety of the storage of ammunition. As a result of the review, the joint board recommended distances between magazines be made adequate with the use of barricades (Geo-Marine 2000, 24).

At NWS Earle the barricades (Group A, B and P) were utilized for items, such as aerial bombs and small-caliber gun ammunition, that came directly from the manufacturer and were destined for immediate shipment overseas (Berger 1999: 104). The items were sorted and held temporarily in the barricaded railroad sidings until the proper ship arrived. At that time, the items were transported by rail to the pier and loaded into the ship.

Group A and B barricades consist of a cluster of ten (10) barricaded railroad sidings east of the rail car classification yard near the main station of NWS Earle. Each barricaded siding consists of a single set of railroad tracks dead-ending in a long, narrow box created by concrete-faced earthen berms. The barricades are 15 feet high at the boxed end and along most of the structure's 231-foot length with the open end tapering down to grade and flaring outward slightly (Berger 1999: 126-127). Each siding can hold up to 5 cars, which is typical and similar to the design at the other ammunition storage facilities.

The P Group barricades are arranged similarly to the Group A and B barricades, branching off of a single railroad spur, and are of identical construction but of greater length. The P Group barricades are 254 feet long; whereas the Group A and B barricades are 231 feet long. The P Group barricades are located closer to the waterfront in the Chapel Hill portion of NWS Earle.

Historic Context of Army Barricades

Similarly to the Navy, the Army operated a system of depots for the storage and distribution of ammunition. In the 1920s and the 1930s, the Army did not have many depots and during the interwar years depots were divided into reserves. Reserve depots held large amount of supplies for indefinite time periods whereas the other depots stored supplies for three months for military installations within their jurisdiction. With the start of the war in Europe in 1939, Congress enacted the Protective Mobilization Plan of 1940 (Geo-Marine 2000, 40). The mobilization plan enabled the Army's Ordnance Department to expand its national distribution of ordnance storage facilities. By 1942, the Army had a nationwide system in place consisting of ordnance depots, general supply depots, back-up storage facilities, war aid depots, holding points and motor bases (Geo-Marine 2000, 40). The Army established four new depots located roughly at the four corners of the country: Anniston Ordnance Depot, Alabama; Portage Ordnance Depot, Ohio; Umatilla Ordnance Depot in Oregon; and Fort Wingate Ordnance Depot in New Mexico (Geo-Marine 2000, 40). The Army also expanded storage facilities at their existing depots.

The Army occupied a small portion of NWS Earle in the 1940s. This area is known as the Army Intransit area located at the northeastern corner of the main station, east of the main railroad line. The Army Intransit area contains the Army Area barricades. Prior to the construction of NWS Earle, the Army, as well as the Navy, examined locations for a transshipment depot along the New Jersey shore. The Army abandoned its effort due to the probable excessive costs whereas the

Navy continued its exploration and selected the site for Earle. Originally the Army had not been a component of NWS Earle and the Navy did not plan to build facilities to handle Army ammunition. However, the Army decided its current plan of shipping ammunition out of the Port of New York was too hazardous and entered into an agreement with the Navy for the establishment of NWS Earle to be a joint venture. The Army contributed funding to the construction of Earle for the expansion and improvements of the depot and waterfront areas in 1944 (AD Marble 2010, 77). In particular, Pier 3 and four additional berths were built for the Army at the waterfront and inland, the Army Intransit area consisting of the barricaded railroad sidings.

The Army Area barricades consisted of 52 five-car barricaded railroad sidings on a 1,700 acre tract adjacent to the main station called the Army Intransit Area (Berger, 1999:77). The barricaded sidings were utilized similarly as the Navy's for intransit Army munitions. However, the design of the Army Area barricades differs from the Navy's. The Army Area barricades are arranged in pairs along a semicircular loop siding. Thirteen loops are nested together and in plan appear to be two parallel sets of arcs. Another difference is both ends of the barricade structure are open permitting trains of loaded cars to approach the barricades from either direction. The barricade structures themselves are the same dimensions and construction of the barricade structures in Group A and B. The Army Area barricades were utilized for the temporary holding of Army ammunition until the appropriate ship came in or appropriate facility identified. The Army Area barricades are noted on historic maps as the Army Holding Area. The Navy Holding Area was identified as the Group A and B barricade areas.

There is no mention of barricaded railroad sidings in the Army's historic context for ammunition storage facilities; however, since Army and Navy ammunition depots were similar in design and layout one could assume barricaded railroad sidings were also common features on Army depots. Another theory on the construction of the barricaded railroad sidings is since NWS Earle was a Navy ammunition depot and the Navy had a holding area the Army also required one in order to facilitate the loading and off loading of Army ammunition cargo.

NWS Earle Historic District

As stated in the most recent assessment prepared by CERL in 2011, NWS Earle "is eligible as a historic district that directly exemplifies the transshipment process" and as such is eligible under National Register Criteria A and C (CERL 2011, 25). For Criterion A, the significance is derived from the important role of NWS Earle with the transshipment of Navy and Army ammunition to the European theater during the 1940s in support of World War II as well as transshipment of ammunition in support of the Korean War in the 1950s. For Criterion C, the historic district of ammunition storage facilities exhibits unique designs, construction methods and materials as a whole entity rather than individual resources.

The period of significance of the historic district as proposed by the NJ SHPO is dis-contiguous with a period of 1943-1945 and 1950-1953. The contributing resources of the historic district (but not the complete list) include the various types of ammunition magazines, Group A and B barricaded railroad sidings, railroad bridge trestles, Pier 1 and 2, and landscape components including the railroad system and Normandy Road.

NRHP Eligibility of the Army Area Barricades and the P Group Barricades

Overall the facilities at NWS Earle were “geared toward the receipt of materiel, sorting and temporary storage, and reorganization for delivery to the piers” (AD Marble 2010, 104). The majority of the ordnance and other materials during the 1940s and 1950s were handled via the railway system. The materials would be received initially in the receiving-dispatching yard adjacent to the main line and further sorting of materials by boxcar occurred at the classification yard. From the classification yard the boxcars were sent to their appropriate storage facility (magazine or barricade) or sent to the piers for loading onto the ships (AD Marble 2010, 104). The Army and Navy barricades were an integral part of the transshipment mission at NWS Earle during the 1940s and 1950s.

In accordance with National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation*, for a property to qualify for the National Register it must meet one of the Criteria for Evaluation by:

- 1) Being associated with an important historic context; and
- 2) Retaining historic integrity of those features necessary to convey its significance.

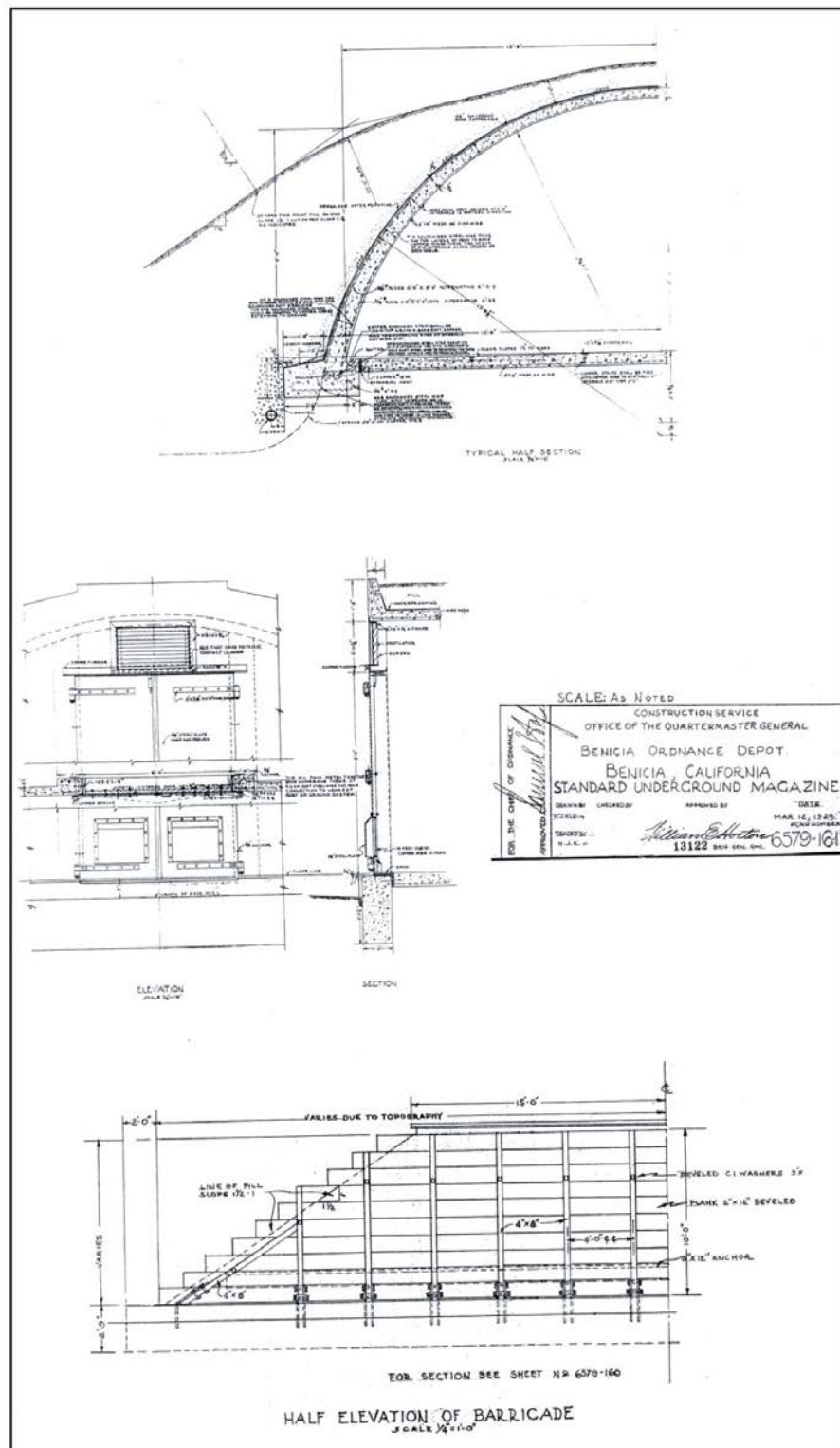
In regards to the first part, based on the information in the previous section, the Army Area barricades and the P Group barricades do contribute to the historic context of NWS Earle and the statement of significance for the historic district. The barricades were utilized for the temporary storage of railroad cars loaded with ammunition before the appropriate ships arrived. Similarly to the other contributing resources of NWS Earle, the resources would fall under Criteria A and C.

As it relates to the historic integrity of the barricades, it is important to identify the character-defining features of the barricaded railroad sidings and in particular the Army Area barricade area and the P Group barricade area. Once the character-defining features are identified, the current conditions of those features need to be assessed.

Character-defining features of Barricades:**1. Barricaded Structure**

Each barricaded siding consists of a single set of railroad tracks dead-ending in a long, narrow box created by concrete-faced earthen berms. The barricades are approximately 15 feet high at the boxed end and 254 feet long (length and heights can vary).

Standardized plans were utilized for the construction of the barricaded structures as evidenced by similar designs appearing at other Navy and Army ammunition depots (see Figure 3).



2. Railway System/Railroad Sidings

There are two levels of the railway system: overall internal railway system for NWS Earle and the individual railroad sidings located with the barricaded structures.

Overall internal railway system:

The railway system at NWS Earle was an integral aspect of the transshipment of ammunition linked to the national rail network to support the rapid transportation of materials to the station in the 1940s-1960s. Today, the system is still an important aspect for the internal movement of ammunition within the magazine area and between the main station and the waterfront. However, the system is no longer connected to the national rail network. The highway system and the use of trucks replaced the rail for the movement of materials to and from the station.

The railway system consists of a “main line” that flanks the Normandy Road Corridor; a classification yard located two miles northwest of the receiving and dispatching yard; spurs to magazine areas and barricade areas, and spurs to the Army Intransit Area and the suspect siding (AD Marble 2010, 34).

Although Lake Denmark was a Navy facility, the Army also appointed its own board to examine the incident and based on their findings the Army’s Ordnance Department provided specific guidelines in storing of ammunition and explosives (Geo-Marine 2000: 24). The guidelines followed the Navy-Army joint board findings from the incident. As it related to railroad tracks, the guidelines stated “the magazine areas were to have a main-line railroad track to each row of magazines with a spur at each magazine to allow railroad cars to be loaded and unloaded without blocking the main track” (Geo-Marine 2000: 25). Additionally railway systems were an important aspect of the transport of ammunitions and typically ammunition storage areas were located bordering the main rail line (Geo-Marine 2000: 47). These statements also apply to Navy depots and relate to the barricade areas. The barricade areas are located off of the main line and then the individual barricaded structure has its own line.

As it relates to the Army Area barricades and the P Group barricades, the important features of the internal railway system are the main line, the spurs leading to the overall Army Area barricades and the P Group barricades, and railway system within the barricaded area.

Individual Railroad Sidings:

For the purpose of this report, the individual railroad sidings are identified as those portions of the railroads that are contained within the barricaded structure.

3. Plan/Layout

The layout and plan of each of the barricade area demonstrates the flow of the railcars in and out of the barricade area and the movement of ammunition within the larger transshipment movement.

The Army Area barricade plan consists of thirteen loops nestled together, and in plan-view, appears to be two parallel sets of arcs. The barricaded structures are equally distanced apart from one another.

The P Group barricade plan consists of two spurs that branch out like a tree to the individual railroad sidings. The westernmost spur contains six (6) barricaded railroad sidings and the other spur contains four (4) barricaded railroad sidings.

4. Landscape/Setting

The landscape and setting of the barricade areas demonstrates the importance of site selection as well as the role of safety in the movement of ammunition throughout the installation.

Similar to the magazines and the Group A and B barricades, the locations of the Army Area barricades and the P Group barricades were chosen to be a distance away from the administration and waterfront areas for safety. Since the area prior to the construction of NWS Earle was primarily forested, the construction of the barricades was nestled amongst the woods. However, the visibility of the barricade structures and railroad system was retained and maintained to ensure operability of the rail line. Additionally based on historic photographs and the current condition of the Group A and B barricades, the areas were cleared of trees and obstructions likely for safety reasons. Therefore, in the event an explosion occurred at one of the barricaded railroad sidings the trees and other obstructions would not become projectiles.

Current Conditions

Army Area Barricades:

There are 52 barricaded railroad sidings, four (4) of which have collapsed. Twenty-six (26) of the crossover lines (middle section of rail line forming the loop) have been abandoned and overgrown with vegetation. Additionally, the majority of the rails that cross vehicular access roads are covered with dirt or asphalt paving.

Three (3) secured parking facilities (asphalt parking lots with chain link fences) have been added within the barricaded area.



Figure 4. Aerial View of Army Area Barricades
Source: Bing maps

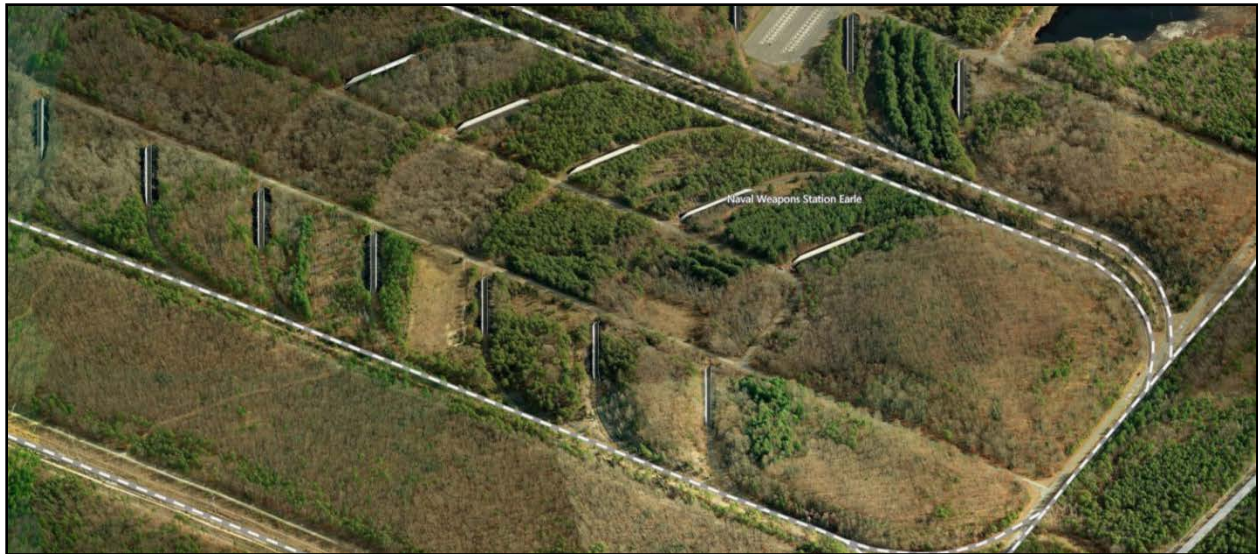


Figure 5. Detail of portion of Army Area Barricades, Aerial View
Source: Bing maps

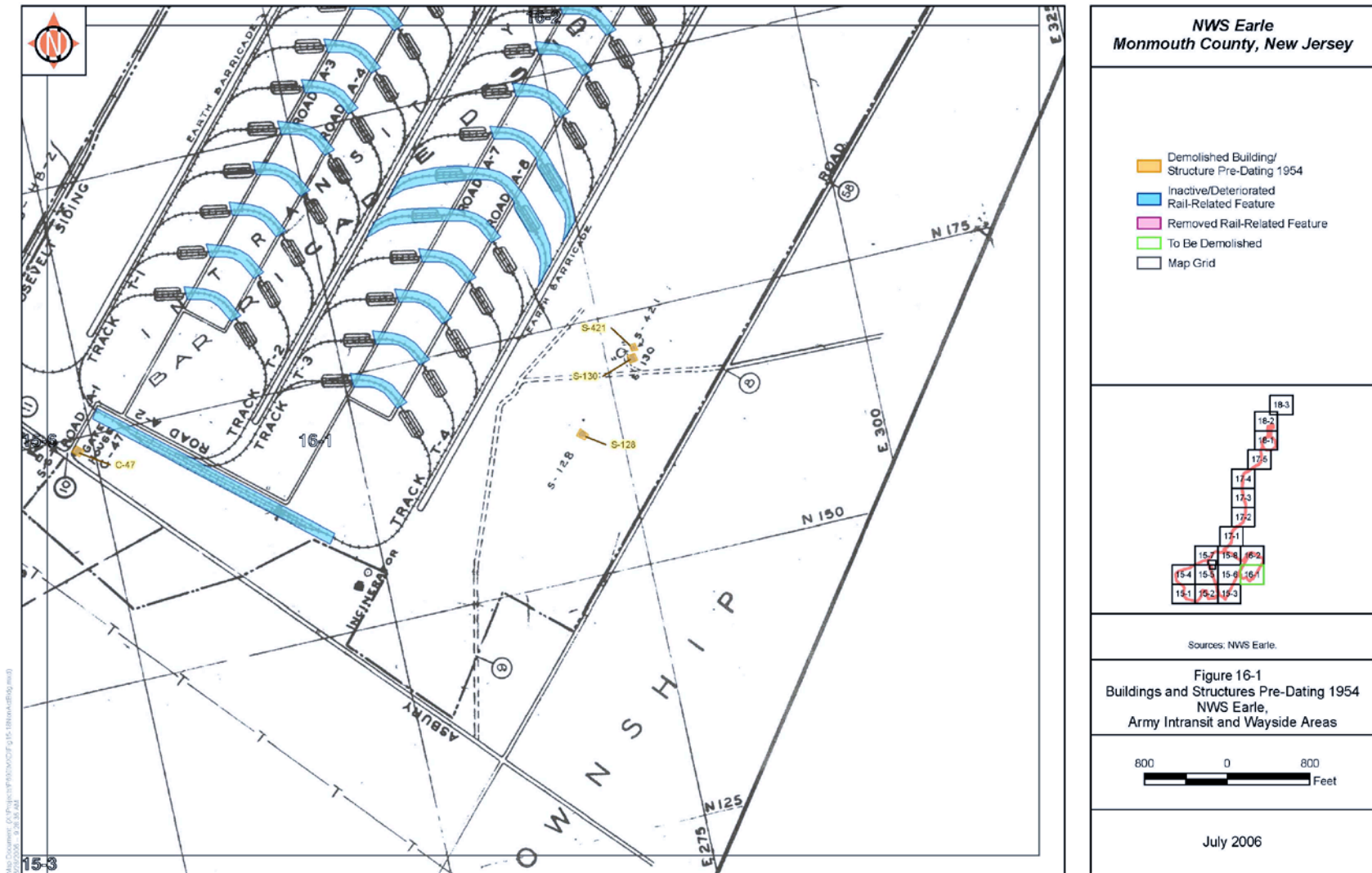


Figure 6. Conditions of Army Area Barricades, 2006
Depicts areas of railroad that is no longer existing or completed abandoned and overgrown
Source: A.D. Marble 2010

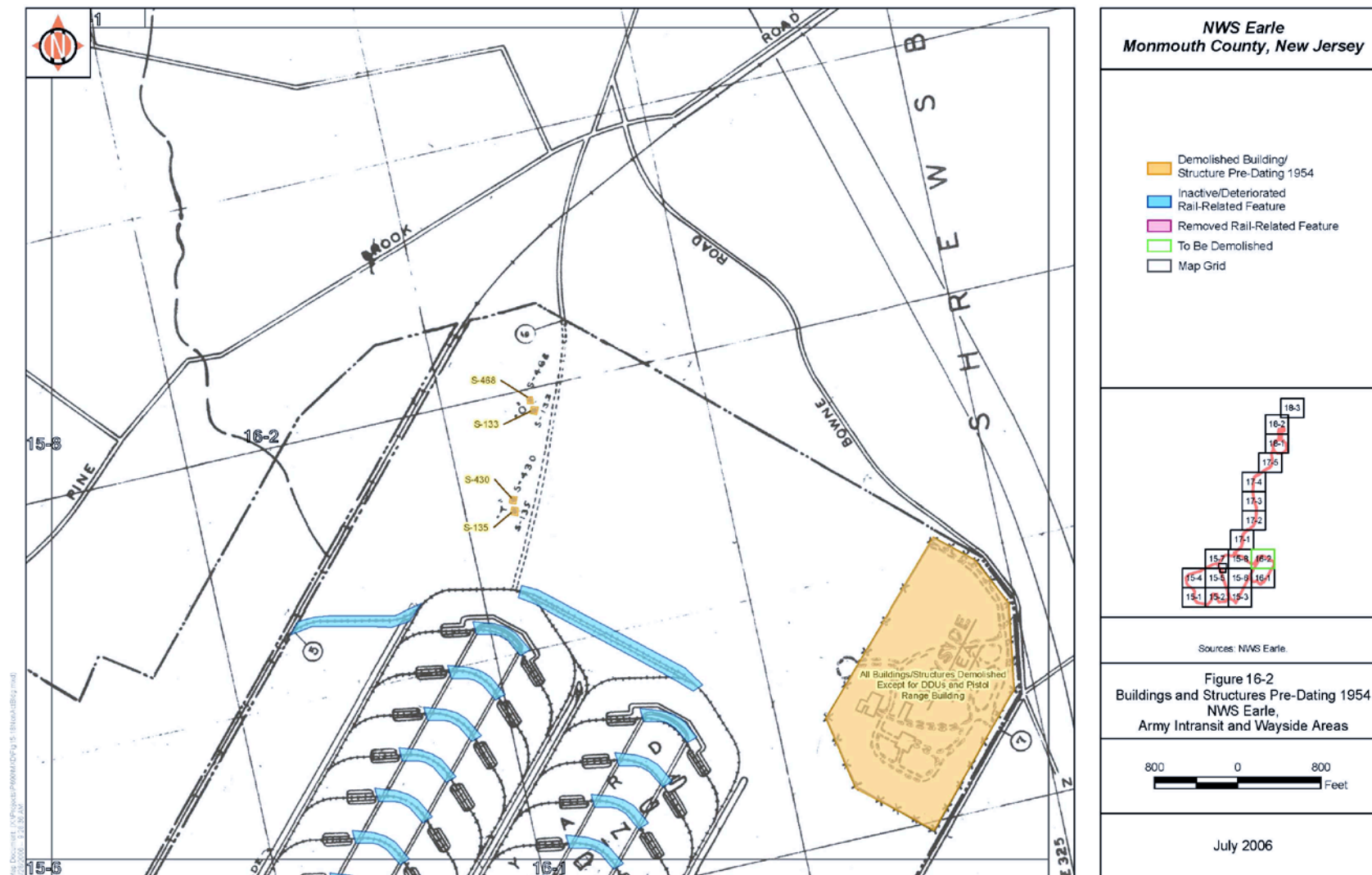


Figure 7. Conditions of Army Area Barricades, 2006
Depicts areas of railroad that is no longer existing or completed abandoned and overgrown
Source: A.D. Marble 2010

Representative Photographs of the Army Area Barricades, Source: CERL 2011



Figure 8. Refurbished barricaded railroad siding



Figure 9. Barricaded railroad sidings still utilized but not as originally designed; no longer able to enter both sides of the siding



Figure 10. Crossover line between sidings.



Figure 11. Railroad track leading into siding abandoned and portions missing



Figure 12. Railroad track leading into siding abandoned and portions missing



Figure 13. Crossover line between sidings abandoned and portions missing



Figure 14. Railroad abandoned and portions mission going into siding



Figure 15. Overgrowth inside barricaded railroad siding



Figure 16. Railroad abandoned and portions covered with dirt or missing



Figure 17. Secured parking facility within area



Figure 18. Secured parking facility within area



Figure 19. Railroad spur into the Army Area barricaded area

P Group Barricades:

There are ten (10) barricaded railroad sidings in the P Group barricades. All of the 10 barricades are overgrown with vegetation and the rail lines are abandoned.

Two (2) secured parking facilities have been added adjacent to the P Group barricades.



Figure 20. Aerial View of P Group barricades
Source: Bing maps

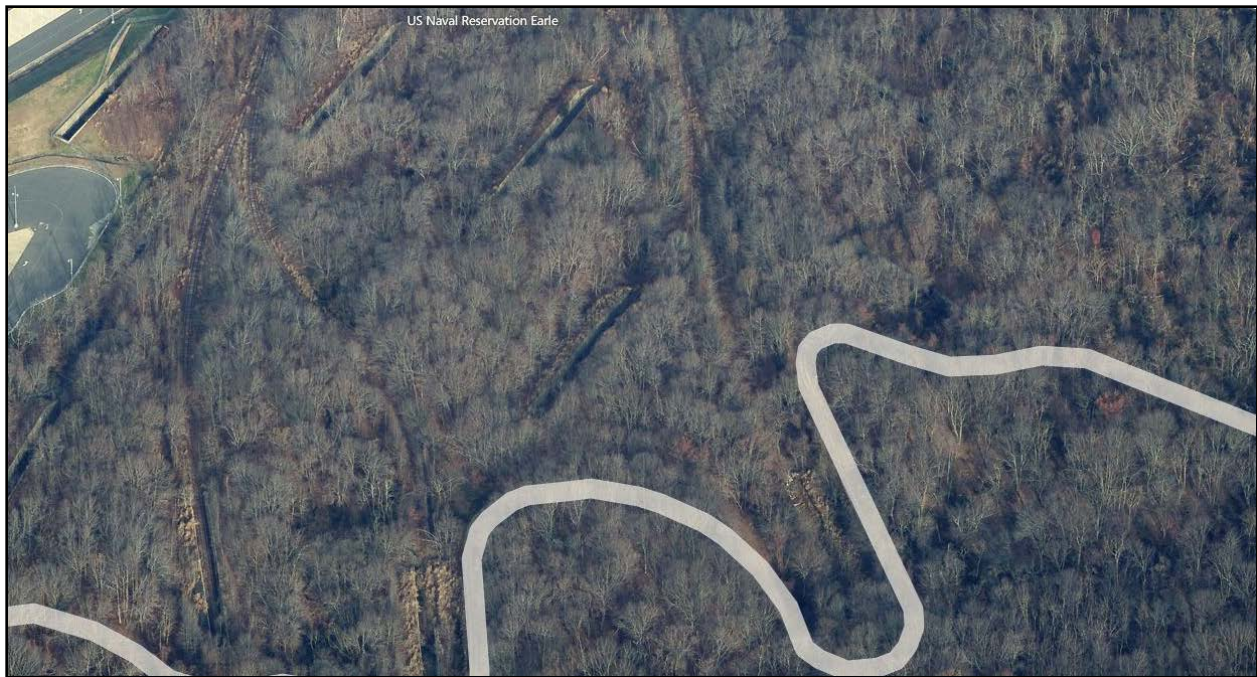


Figure 21. Detail view of P Group barricades, Aerial View
Source: Bing maps



Figure 22. Conditions of P Group barricades, 2006
 Depicts areas of railroad that is no longer existing or completed abandoned and overgrown
 Source: A.D. Marble 2010

Representative Photographs of the P Group barricades, Source: CERL 2011



Figure 23. Barricaded Rail Siding, overgrown with vegetation



Figure 24. Barricaded Rail Siding, overgrown with vegetation



Figure 25. Abandoned railroad leading into barricaded railroad siding



Figure 26. Abandoned railroad leading into barricaded railroad siding



Figure 27. View of barricaded railroad siding



Figure 28. View of barricaded railroad siding



Figure 29. View of barricaded railroad siding

Integrity Discussion

For the National Register of Historic Places (NRHP), there are seven aspects of integrity: location, design, setting, materials, workmanship, feeling and association (U.S. Department of the Interior 1998:44). To be eligible for listing in the NRHP, the barricades must retain essential physical features that made up their character (individually and as a group) and/or appearance during the period of their association with the transshipment mission of NWS Earle. A property is not eligible for listing in the NRHP if substantial alterations have occurred that diminish or eliminate the property's materials, workmanship, design, setting, location, association and feeling.

Each aspect of the Army Area barricades and the P Group barricades' integrity is discussed below.

Location (retains integrity)

Location is the place where the historic property was constructed or the place where the historic event occurred. The Army Area barricades and the P Group barricades retain their location integrity as none of the facilities have been moved from where they were originally constructed.

Design (compromised)

Design is the combination of elements that create the form, plan, space, structure and style of a property. Design includes such elements as organization of space, proportion, scale, technology, ornamentation and materials. As it relates to the barricades, the barricaded structures are intact. However, the other character-defining features have been compromised with the removal of railroad track in certain areas and new vegetation inside the P Group barricades and within the footprint of the majority of the railroad tracks.

Overall the new vegetation has compromised the organization of space and the original plan/layout of the barricades. As portrayed by the recent aerials of the barricade areas (shown in Figures 4 and 20), the plan is barely visible underneath the vegetation. For instance, in the Army Area barricades the crossover railroad lines are no longer visible and could be deciphered from the line of trees, but they are no longer pronounced as they once were. The crossover railroad lines are a significant feature in the design of the barricades to allow for railroad cars to access the barricades from either direction. As it relates to the P Group barricades the main spurs into the area are pronounced but not the individual branches that go into the barricaded railroad sidings.

Setting (compromised)

Setting is the physical environment of a historic property, referring to the character of a place in which the property played its historical role. The location

of the barricaded railroad sidings is an important aspect of their setting. The location was chosen for a reason to support the transshipment function at NWS Earle and this aspect of the setting remains intact. As evident by aerials including 1944 aerials of the Army Area barricades and the P Group barricades (Figure 30 & Figure 31) as well as the historic aerial from NWS Concord, CA (Figure 1), the area along the railroad lines and near the sidings were void of trees. The railroad lines and barricaded railroad sidings are prominent features on the landscape. Today, due to the overgrowth of the vegetation in the two areas, the railroad lines and the barricaded railroad sidings are no longer prominent features on the landscape. Additionally, the secured parking facilities disrupt the setting of the barricaded railroad sidings in which the railroad sidings were isolated from other structures and buildings during the period of significance of the historic district. The integrity of setting for the Army Area barricades and the P Group barricades has been highly compromised.



Figure 30. Aerial view of Army Area barricades looking south, 1944
Source: CERL 2011



Figure 31. Aerial view of P Group barricades looking south, May 1944
Source: CERL 2011



Figure 32 & Figure 33. Views of Army Area barricades, ca. 1948
Source: Public Works Department NWS Earle



Figure 34 & Figure 35. Photographs of Army Area barricades, 1953
Source: Public Works Department NWS Earle



Figure 36. Aerial view of Army Area barricades, 1963
Source: Public Works Department NWS Earle



Figure 37. Aerial view of P Group barricades, 1963
 Source: Public Works Department NWS Earle

Materials (slightly compromised)

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. For the most part, the materials of the barricaded railroad sidings are intact. However, sections of railroad lines are no longer visible or have been covered with dirt or asphalt paving. The integrity of materials for the barricaded structures is slightly compromised.

Workmanship (slightly compromised)

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Workmanship for the barricaded railroad structures would have been expressed through the original plan and construction methods and materials of the railroad and barricaded railroad sidings. As discussed under setting, the original plan of the barricaded railroad sidings has been compromised with the vegetation and the secured parking facilities. The construction methods and materials of the structures are intact. The integrity of workmanship is slightly compromised due to the alteration to the original plan for the areas.

Feeling (compromised)

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time and requires the presence of physical features that convey its historic character. Both individually and as a group, the barricaded railroad sidings portray the original purpose and use of the sidings. However, the setting and the overall character of these areas have changed significantly since the 1940s and 1950s due to the overgrown vegetation as well as the addition of the secured parking facilities. For instance, the P Group barricades and Army Area barricades are barely visible on the landscape as trees now occupy the interior of the structures and the railroad lines.

Association (compromised)

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to the observer. Like feeling, association requires the presence of physical features that convey a property's historic character. In the case of the barricaded railroad sidings, the event is the transshipment function during the 1940s and the 1950s. As discussed above, the Army Area barricades and the P Group barricades retain location; however they have compromised integrity as it relates to design, setting, materials, workmanship and feeling. The compromised integrity diminishes their ability to convey the relationship of the transshipment function to the observer.

In reviewing the character-defining features of the barricaded railroad sidings, the Army Area barricades and the P Group barricades retain the structures and the majority of the railway system/sidings. However, and most importantly, the areas lack integrity as it relates to the original plan/layout and the landscape/setting. Based on research and the historic context of barricaded railroad sidings the structures were common features of ammunition depots and their engineering and construction methods are standardized. Therefore, the key connection with the transshipment function at NWS Earle is the layout of the railroad system as it relates to the waterfront pier and the ammunition magazines. In addition, the internal railroad system within each barricaded area is significant as it demonstrates the flow of ammunition in and out of the areas. The main railroad line into the areas is intact; however, the internal railroad system has been compromised with vegetation and the covering of railroad track with dirt or asphalt paving. Another key component of portraying the transshipment function is the landscape and setting as for safety reasons the barricades were located in certain areas and the area immediately surrounding the barricaded railroad sidings and railroad lines were devoid of trees and vegetation. The areas are heavily vegetated today and are no longer prominent features on the landscape.

In comparison, the Group A and B barricades retain integrity and convey the transshipment function of NWS Earle. The Group A and B barricades are contributing resources to the NWS Earle Historic District. Representation photographs taken in 2011 by CERL and a current aerial show the landscape/setting and plan/layout of the Group A and B barricades are still intact and demonstrate the importance of these elements in conveying the relationship to the transshipment mission.



Figure 38. Aerial view of Group A and B barricades
Source: Bing Maps



Figure 39. Barricaded Railroad Siding, Group A and B barricades



Figure 40. Barricaded Railroad Siding, Group A and B barricades



Figure 41. Barricaded Railroad Siding, Group A and B barricades



Figure 42. View of interior of barricaded Railroad Siding, Group A and B barricades

In conclusion, to be eligible for listing in the NRHP within the transshipment significance of the historic district at NWS Earle, the property must possess significance related to the historic district and retain integrity. The Army Area barricades and the P Group barricades are significant and contribute to the historic context of NWS Earle. However, the barricades, as a group and individually, do not retain sufficient integrity to express a direct link with the 1940s and 1950s transshipment function at NWS Earle.

Conclusion

In light of the SHPO comments in a letter dated January 13, 2012, the Navy has further reviewed available information on Navy and Army ammunition storage facilities, historic maps of NWS Earle and an assessment on the current condition of the P Group and Army Area barricades. In addition, the Navy has further explored the possibility of the DDUs being contributing resources to the NWS Earle Historic District by reviewing the federal regulations and the National Register bulletins.

The Navy has made the following conclusions:

1. The Dymaxion Deployment Units are individually eligible for the National Register of Historic Places. The DDUs should not be contributing resources to the NWS Earle Historic District since there is no direct connection of the units with the transshipment mission at NWS Earle during the period of significance of the historic district (1943-1945 and 1950-1953).
2. The Army Area barricades and the P Group barricades do contribute to the historic context at NWS Earle; however, these barricades have lost integrity and no longer portray the transshipment function. The Army Area barricades and P Group barricades should not be included in the NWS Earle Historic District. Group A and B barricades better exemplify the use of barricaded railroad sidings in support of the transshipment mission of NWS Earle during the 1940s and 1950s.

As stated previously, the Navy is in agreement with the concurrence of a revised historic district based on the transshipment function that excludes the Mainside Administration Area (C Area), Waterfront Administration Area (R Area), D Area and M Area from the Naval Weapons Station Earle Historic District due to a lack of integrity. The Navy also is in agreement with the dis-contiguous period of significance for the NWS Earle Historic District and agrees the period of significance for the historic district should be 1943-1945 and 1950-1953.

The Navy has prepared the findings of the additional assessment in the enclosed documentation which is to supplement the existing report completed by CERL in 2011.

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Geo-Marine Inc.

- 2000 *Army Ammunition and Explosive Storage in the United States: 1775-1945*. Prepared for the U.S. Army Corps of Engineers Fort Worth District.

Louise Berger & Associates, Inc

- 1999 *Architectural Resources Survey Naval Weapons Station Earle Monmouth County, New Jersey*. Prepared by: The Cultural Resources Group Louis Berger & Associates, Inc.; For: BCM Engineers, Inc. NAVFAC Contract N62472-94-D-1397; Submitted to: Northern Division, Naval Facilities Engineering Command, Lester, Pennsylvania, February 1999.

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- 2012 Sackett, Russell. Barricaded Rail Sidings NWS Bangor, Washington. Historical Architect, Naval Facilities Engineering Command Northwest, electronic mail 20 August 2012.
- 2012 Groh, Dale Barricaded Rail Sidings NWS Crane, Indiana. Retired Ordnance Safety Officer, electronic mail 21 August 2012.

R. Christopher Goodwin & Associates

2011 *Ammunition and Explosive Storage for the Navy (1939-1989) and The Air Force (1946-1989)*. Dean A. Doerrfeld, Kathryn Dixon, Christine Heidenrich and Rebecca Gatewood. Prepared for Naval Facilities Engineering Command and United States Air Force Center for Engineering and Environment.

U.S. Department of the Interior.

1991 *National Register Bulletin #16 How to Complete the National Register Registration Form*. Washington, D.C: National Park Service.

1998 *National Register Bulletin #15, How to Apply the National Register Criteria for Evaluation*. Washington, D.C: National Park Service.

APPENDIX A: RESUME

HEATHER LYNN MCDONALD

heather.mcdonald@navy.mil

EDUCATION/CERTIFICATION

DAWIA, Level II Certification, June 2011

Masters of Historic Preservation, May 2009

University of Georgia, Athens, Georgia 30602-1845

College of Environment and Design, 609 Caldwell Hall

Bachelor of Arts, Historic Preservation, May 2004

University of Mary Washington, Fredericksburg, Virginia 22401

Department of Historic Preservation, 1301 College Avenue

SUMMARY OF SKILLS

- Preservation - Architectural drawings, oral interviews, National Register nominations, determination of eligibility studies, theme study for multiple properties nomination, survey work, architectural descriptions, historic district design guidelines, Section 106 Review, preservation law and federal regulations
- Planning – Comprehensive plans, community master plans, preservation plans, community development block grants, planning and design charrettes, zoning and land use ordinances
- Project Management – development of scope of works and cost estimates, management of project schedules, logistical support to contractors, technical reviews of submittals
- Computer- Microsoft Suite (Word, Excel, Access, PowerPoint, Visio); GIS ARCView; Adobe Photoshop

EXPERIENCE

06/09-Present, **Community Planner**, Naval Facilities Engineering Command Mid-Atlantic, Department of the Navy, Naval Station Norfolk, Virginia

- Involved with everyday cultural resources management for selected installations in the Hampton Roads area, Virginia including project reviews, preparation of consultation packages for the State Historic Preservation Office, Advisory Council for Historic Preservation and interested parties, development of Memorandum of Agreements and Programmatic Agreements; and collaborate with installation planners, architects and engineers to identify cultural resources in project areas and develop ways to minimize/avoid impacts
- Oversee and manage contracts for cultural resources related studies for the Northeast region including Integrated Cultural Resources Management Plans, archaeological surveys, architectural surveys, Historic American Building Survey documentation, and history reports
- Provide technical guidance on cultural resources management and compliance with Section 106 and other federal laws and regulations for installations in the Northeast
- Provide technical reviews of cultural resources related studies and environmental assessments in the Northeast region
- Conducted cultural resources surveys as appropriate to including determinations of eligibility, adaptive-reuse studies, and architectural surveys.

08/08 – 05/09, **Preservation Specialist**, National Alliance of Preservation Commissions, Athens, Georgia

325 South Lumpkin Street, Founders Garden House, Athens, Georgia 30602

- Assisted with membership development handling renewals, generating membership reports and updating databases for membership
- Involved with the everyday duties of the organization including technical assistance requests, design guidelines exercises and distribution of materials for city planning departments and historic district commissions

08/07 – 08/08, **Legacy Project Specialist**, Fort Bragg Cultural Resources Program, Fort Bragg, North Carolina

Department of Army, Directorate of Public Works, ATTN: IMSE-BRG-PWE, 2175 Reilly Road, Stop A, Fort Bragg, North Carolina, 28310-5000

- Researched and developed design guidelines for historic buildings and districts located on Department of Defense military installations in the continental United States as part of the Legacy Resources Management Program

08/04 – 08/07, **Historic Preservation Specialist**, Fort Bragg Cultural Resources Program, Fort Bragg, North Carolina

Department of Army, Directorate of Public Works, ATTN: IMSE-BRG-PWE, 2175 Reilly Road, Stop A, Fort Bragg, North Carolina, 28310-5000

- Assisted architectural historian in Section 106 and 110 duties of the National Historic Preservation Act in addition to Department of Defense and Army regulations for cultural resources.
- Designed and developed reports, forms, and database using Microsoft Access for the building monitoring program used to facilitate the Section 106 Review process for historic buildings and districts
- Researched historic resources and wrote National Register of Historic Places eligibility reports
- Conducted historic architectural resources survey update of resources constructed from 1951 to 1961
- Developed and conducted public outreach programs for local school groups and non-profit organizations

05/06 – 08/07, **Historic District Commission Member**, Town of Southern Pines, Planning Department,

Southern Pines, North Carolina

180 SW Broad Street, Southern Pines, North Carolina 28387

- Assisted in protecting the local historic district by reviewing Certificates of Appropriateness applications for any exterior work
- Assisted in the process of expanding the local historic district to include residential and creating new design guidelines
- Assisted with the development of community's master plan and revisions to zoning ordinance
- Assisted in preparing request for proposal for re-evaluation of historic district and boundary expansion
- Assisted in the development of a public education lecture series, *Sandhills at a Crossroads*, dedicated to issues on historic preservation consisting of four speakers: Myrick Howard, Preservation North Carolina; Donovan Rypkema, PlaceEconomics; David Michaelis, biographer; and Ed McMahon, Urban Land Institute.

06/03 – 08/03, **Internship**, City of New Bern, Planning Department, New Bern, North Carolina
PO Box 1129, New Bern, North Carolina, 28563

- Assisted city planner with Historic Preservation Commission's Certificate of Appropriateness applications

- Revised Historic District Design Guidelines by examining local historic resources and researching other localities' design guidelines

06/03 – 08/03, **Internship**, New Bern Preservation Foundation, Inc., New Bern, North Carolina
PO Box 1129, New Bern, North Carolina 28563

- Created and updated databases for membership and inventory of architectural salvage yard
- Involved with the everyday duties of the foundation pertaining to the preservation projects of monitoring architectural easements and revolving fund
- Initiated membership renewals and assisted visitors with research

09/02 – 05/03, **Scholarship Intern**, James Monroe Museum and Memorial Library,
Fredericksburg, Virginia
908 Charles Street, Fredericksburg, VA 22401-5801

- Researched genealogy of the Minor family in Virginia
- Organized and accessioned the Minor family's papers by data-basing the collection utilizing PastPerfect software

PUBLICATIONS

National Register Reports:

- *Architectural Survey of the Stewart Enclave Portion of the Marine Corps Reserve Center, Newburgh, New York*, Heather McDonald, NAVFAC MID-Atlantic Cultural Resource Management Program, 2011
- *Stryker Golf Course Eligibility Report*, Heather McDonald, Fort Bragg Cultural Resources Program, 2005
- *Firestone Building (1-1460) Eligibility Report*, Heather McDonald, Fort Bragg Cultural Resources Program, 2005
- *Preservation Pioneers: The Women Who Rescued Richmond's Architectural Past, Multiple Properties Nomination*, Kristi Harpst, Heather McDonald and Catherine Shiftlet, University of Mary Washington, 2004

History Reports:

- Citizens Military Training Camp History, Heather McDonald, Fort Bragg Cultural Resources Program, 2008
- Range Riders and Game Wardens, A Brief History of Fort Bragg's Forest Ranger Program, Jeffrey Irwin and Heather McDonald, Fort Bragg Cultural Resources Program, 2006
- History of Iron Mike, Heather McDonald, Fort Bragg Cultural Resources Program, 2005

Other:

- "Communicating Before, During and After Historic Building Rehabilitations" *Department of Defense Cultural Resources Management Update*, newsletter September 2011
- *Archaeological Potential Study, MILCON P-266 Project, Portsmouth Naval Shipyard, Kittery, Maine*, Christopher Chilton and Heather McDonald, 2011
- *Photo-documentation of Surgeon's Row, Camp Lejeune, NC*, Heather McDonald, 2011
- *The National Register of Historic Places and African-American Heritage*, Heather McDonald, Master Thesis, University of Georgia, 2009

- *Taliaferro County Courthouse Historic Structures Report*, Ashley Berry, Kimberly Kooles, Heather McDonald, Reid Peacock and Tim Revis, University of Georgia, 2008.
- *Design Guidelines for Department of Defense Historic Buildings and Districts*, Heather McDonald and Michelle Michael, Fort Bragg Cultural Resources Program, 2008
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- *Historic Resources Architectural Survey Update, 1951-1961, Fort Bragg, North Carolina*, Heather McDonald and Michelle Michael, Fort Bragg Cultural Resources Program, 2007
- *Old Post Historic District Future Development Plan*, Heather McDonald and Michelle Michael, Fort Bragg Cultural Resources Program, 2006
- *Covenants and Preservation Plan for Military Ocean Terminal Sunnypointe, North Carolina*, Jeffrey Irwin and Heather McDonald, Fort Bragg Cultural Resources Program, 2005

DESIGN CHARRETTES

- *Cordele Charrette*, Cordele, Georgia, University of Georgia, 2009. Revitalization and economic development of historic residential neighborhood
- *Hyde Park Charrette*, Augusta, Georgia, University of Georgia, 2008. Revitalization and economic development of historic residential neighborhood
- *Vision of Change*, Washington County Regional Medical Center, Sandersville, Georgia, University of Georgia, 2008. Improvements and renovation of existing site and 1960s building

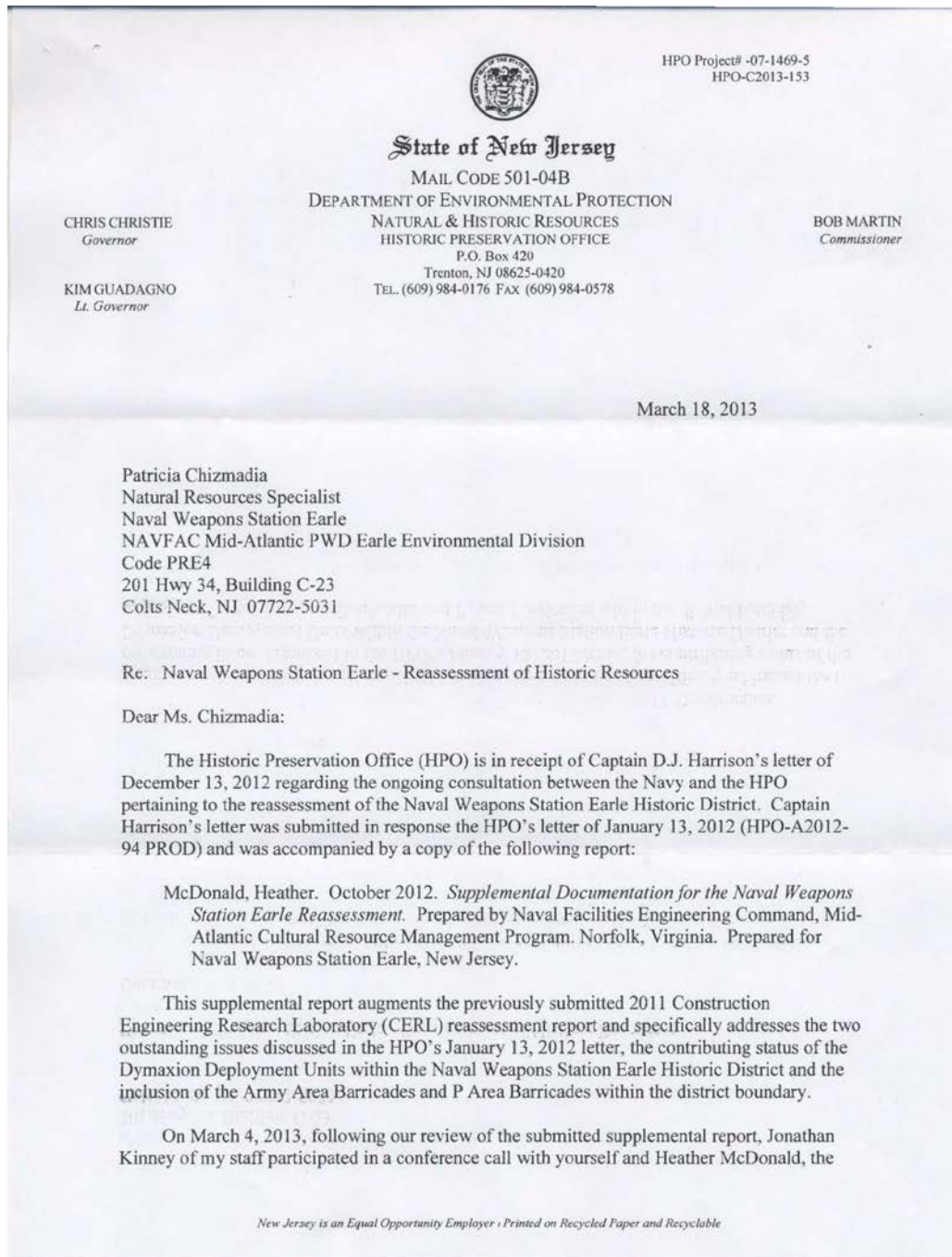
PRESENTATIONS

- *Communicating Before, During and After Historic Building Rehabilitations*, Department of Defense Sustaining Military Readiness Conference, Nashville, TN, July 2011
- *Secretary of the Interior's Standards for Treatment of Historic Properties and Section 106 Review*, Department of the Navy, Philadelphia Navy Yard, November 2009; Northeast IPT, June 2010
- *Design Guidelines for Department of Defense Historic Buildings and Districts*, Department of Defense Historic Buildings Conference, Kansas City, MO, June 2008
- *Preservation and Economic Development*, Southern Pines Business Bureau, Southern Pines, NC, May 2007

PROFESSIONAL ACTIVITIES

- National Trust for Historic Preservation
- Sigma Pi Kappa, University of Mary Washington, Virginia
- Sigma Pi Kappa, University of Georgia, Georgia

Appendix F: Final Letter from NJ SHPO



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HPO-C2013-153
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author of the supplemental report, in order to discuss the HPO's continued concerns regarding the status of the Dymaxion Deployment Units, Army Area Barricades and P Area Barricades. As a result of this conference call, the Navy now concurs that the Dymaxion Deployment Units shall be considered contributing to the Naval Weapons Station Earle Historic District and that the Army Area Barricades and P Area Barricades shall be within the boundaries of the district and will be considered contributing.

As agreed upon during the conference call, the Navy shall now incorporate these changes into a revised historic district reassessment report that will combine the CERL report and the supplemental report. Upon receipt of this revised report, the HPO plans to issue a revised SHPO Opinion of Eligibility updating the boundaries, period of significance, and list of contributing properties for the Naval Weapons Station Earle Historic District in order to clarify these aspects of the historic resource.

Thank you for providing the opportunity to review and comment on the submitted documentation. Please do not hesitate to contact Jonathan Kinney of my staff at (609) 984-0141 with any questions. Please reference the HPO project number 07-1469 in any future calls, emails, or written correspondence in order to expedite our review and response.

Sincerely,



Daniel D. Saunders
Deputy State Historic
Preservation Officer

Appendix G: Final Determinations of Eligibility (concurrent by NJ SHPO)

NWS Earle Transshipment Historic District

It is the final finding of this survey that there are 393 buildings, structures, and landscapes in the boundaries of the NWS Earle Transshipment Historic District and of those, there are 335 buildings, structures, and landscapes that are contributing features of the historic district and eligible for the National Register of Historic Places under Criteria A and C.

Thus portions of NWS Earle are eligible under Criterion A for its association with the transshipment of ammunition into the European theater during World War II and under Criterion C since it is a series of associated buildings within a historic district.

Boundaries for the historic district were redrawn by following the guidelines below, found in National Register Bulletins 12 and 21: *Defining Boundaries for National Register Properties* (NPS 1997b) The final boundaries are shown by red outlines in Figure 75–Figure 77.

- Districts may include noncontributing resources, such as altered buildings or buildings constructed before or after the period of significance.
- Select boundaries to encompass but not exceed the extent of the significant resources and land areas comprising the property.
- Include all historic features of the property, but do not include buffer zones or acreage not directly contributing to the significance of the property.
- Exclude peripheral areas that no longer retain integrity due to alterations in physical conditions or setting caused by human forces, such as development, or natural forces, such as erosion.
- Include small areas that are disturbed or lack significance when they are completely surrounded by eligible resources. “Donut holes” are not allowed.
- Define a discontinuous property when large areas lacking eligible resources separate portions of the eligible resource.

A final list of buildings and key landscape features within the historic district is shown in Table 4. Within this table, resources are listed as “Contributing” or “Noncontributing” to the proposed Transshipment Historic District. Those listed as “Noncontributing” have been found to: (1) lack the integrity necessary to contribute to the district, (2) were built outside the period of significance, or (3) they are resources determined to never be architecturally or mission specific, such as smoking shelters or waste water treatment plants. Those listed as “Noncontributing/Not yet 50” are those resources built within the district boundaries that have not yet reached 50 years of age. These resources will still need to be evaluated when they reach 50 years of age to see if they are individually eligible or are part of a yet-to-be-determined district.

Table 4. Final list of contributing and noncontributing buildings within the NWS Earle Transshipment Historic District.

FACILITY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS CODE
3A	PORT OPERATIONS	1-Jul-88	Noncontributing/Not Yet 50
506	BUS SHELTER	ca. 1991	Noncontributing/Not Yet 50
519	SMOKING SHELTER - PIER 2	1-Jul-01	Noncontributing/Not Yet 50
521	SMOKING SHELTER - PIER WYE	1-Jul-01	Noncontributing/Not Yet 50
527	RANGE LIGHT/PIER1/	1-Jul-44	Contributing
528	RANGE LIGHT/TRESTLE2/	1-Jul-44	Contributing
532	WATERFRONT TRUCK HOLDING YARD 1	2005	Noncontributing/Not Yet 50
533	WATERFRONT TRUCK HOLDING YARD 2	2005	Noncontributing/Not Yet 50
540	GATE HOUSE, EAST	1969	Noncontributing/Not Yet 50
541	NORMANDY ROAD, GATE HOUSE	1969	Noncontributing/Not Yet 50
552	PIER ACCESS GATE - TOWER	1-Jul-05	Noncontributing/Not Yet 50
552A	SECURITY BARRIER	2005	Noncontributing/Not Yet 50
571	GUARD/SENTRY HOUSE	1-Jul-82	Noncontributing/Not Yet 50
571A	SECURITY BARRIER - MIDWAY RD	1-Jul-01	Noncontributing/Not Yet 50
571B	SECURITY BARRIER - ASBURY AV	1-Jul-01	Noncontributing/Not Yet 50
575	EXPLOSIVES TRUCK HOLDING YARD 1	1977	Noncontributing/Not Yet 50
576	EXPLOSIVES TRUCK HOLDING YARD 2	1977	Noncontributing/Not Yet 50
577	EXPLOSIVES TRUCK HOLDING YARD 3	1977	Noncontributing/Not Yet 50
578	WAYSIDE PISTOL RANGE	1957	Noncontributing
579	WATER MAIN SHED	2008	Noncontributing/Not Yet 50
A1	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A2	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A3	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A4	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A5	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A6	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A7	BARRICADED SIDING /RR/	1-Jul-44	Contributing

FACILITY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS CODE
A8	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A9	BARRICADED SIDING /RR/	1-Jul-44	Contributing
A10	BARRICADED SIDING /RR/	1-Jul-44	Contributing
AA1	BARRICADED SIDING /RR/	1-Jul-44	Contributing
AA2	BARRICADED SIDING /RR/	1-Jul-44	Contributing
AA3	BARRICADED SIDING /RR/	1-Jul-44	Contributing
AA4	BARRICADED SIDING /RR/	1-Jul-44	Contributing
AA5	BARRICADED SIDING /RR/	1-Jul-44	Contributing
AA6	BARRICADED SIDING /RR/	1-Jul-44	Contributing
AA7	BARRICADED SIDING /RR/	1-Jul-44	Contributing
AA8	BARRICADED SIDING /RR/	1-Jul-44	Contributing
AA9	BARRICADED SIDING /RR/	1-Jul-44	Contributing
AA10	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA11	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA12	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA13	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA14	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA15	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA16	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA17	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA18	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA19	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA20	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA21	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA22	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA23	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA24	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA25	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA26	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA27	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA28	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA29	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA30	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA31	BARR. SIDING RR (ABANDONED)	1-Jul-44	Contributing
AA32	BARR. SIDING RR (ABANDONED)	1-Jul-44	Contributing
AA33	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA34	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA35	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA36	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA37	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA38	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA39	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA40	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA41	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA42	BARRICADED SIDING /RR	1-Jul-44	Contributing

FACILITY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS CODE
AA43	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA44	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA45	BARR. SIDING RR (ABANDONED)	1-Jul-44	Contributing
AA46	BARR. SIDING RR (ABANDONED)	1-Jul-44	Contributing
AA47	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA48	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA49	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA50	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA51	BARRICADED SIDING /RR	1-Jul-44	Contributing
AA52	BARRICADED SIDING /RR	1-Jul-44	Contributing
B1	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B2	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B3	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B4	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B5	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B6	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B7	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B8	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B9	BARRICADED SIDING /RR/	1-Jul-44	Contributing
B10	BARRICADED SIDING /RR/	1-Jul-44	Contributing
E1	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E2	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E3	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E4	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E5	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E6	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E7	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E8	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E9	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E10	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E11	INERT STOREHOUSE-BULK	1-Jul-44	Contributing
E12	MSNAP - OPS. STOREHOUSE	1-Jul-44	Contributing
E13	AMMO REWORK-OVERHAUL SHOP	1-Jul-44	Contributing
E14	AMMO REWORK-OVERHAUL SHOP	1-Jul-44	Contributing
F1	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F2	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F3	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F4	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F5	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F6	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F7	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F8	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F9	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F10	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F11	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing

FACILITY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS CODE
F12	SMOKELESS PDR PROJECTL MAG.	1-Jul-44	Contributing
F13	SMALL ARMS-MAGAZINE	1-Jul-44	Contributing
F14	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F15	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F16	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F17	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F18	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F19	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F20	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F21	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F22	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F23	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F24	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F25	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F26	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F27	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F28	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F29	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F30	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F31	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F32	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F33	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F34	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F35	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F36	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F37	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F38	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F39	SMALL ARMS-MAGAZINE	1-Jul-44	Contributing
F40	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F41	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F42	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F43	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F44	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F45	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F46	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F47	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F48	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F49	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
F50	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F51	SMALL ARMS PYROTECHNICS MAG	1-Jul-44	Contributing
F52	FIXED AMMUNITION MAGAZINE	1-Jul-44	Contributing
F53	SMOKELESS PWD/PROJ. MAGAZINE	1-Jul-81	Noncontributing/Not Yet 50
F54	MISSILE MAGAZINE	1-Jul-90	Noncontributing/Not Yet 50
F63	PROJECTILE MAG.	1-Jul-91	Noncontributing/Not Yet 50
F64	PROJECTILE MAG	1-Jul-91	Noncontributing/Not Yet 50

FACILITY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS CODE
F65	PROJECTILE MAG.	1-Jul-91	Noncontributing/Not Yet 50
F66	PROJECTILE MAG.	1-Jul-91	Noncontributing/Not Yet 50
F67	PROJECTILE MAG.	1-Jul-92	Noncontributing/Not Yet 50
F68	PROJECTILE MAG.	1-Jul-92	Noncontributing/Not Yet 50
FA2	ORDNANCE FIELD OFFICE	1-Jul-53	Contributing
FA4	STORAGE, ORD. EQUIPMENT	1-Jul-53	Contributing
G1	FUSE-DETONATOR MAG-BULK	1-Jul-44	Contributing
G2	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G3	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G4	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G5	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G6	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G7	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G8	FUSE-DETONATOR MAG-BULK(VAC)	1-Jul-44	Contributing
G9	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G10	FUSE-DET MAG-BLK (VACANT)	1-Jul-44	Contributing
G11	FUSE-DET MAG-BLK (VACANT)	1-Jul-44	Contributing
G12	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G13	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G14	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G15	FUSE-DETONATR MAG-BLK VACANT	1-Jul-44	Contributing
G16	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G17	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G18	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G19	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G20	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G21	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G22	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G23	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G24	FUSE-DETONATOR MAG-BULK	1-Jul-44	Contributing
G25	FUST-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G26	FUSE-DETONATOR MAG-BLK (VAC)	1-Jul-44	Contributing
G27	OTHER/AMMUNITION STRG (VAC)	1-Jul-44	Contributing
G28	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G29	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G30	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G31	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G32	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G33	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
G34	OTHER/AMMUNITION STRGE (VAC)	1-Jul-44	Contributing
GB1	INERT STOREHOUSE	1-Jul-44	Contributing
H1	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H2	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H3	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H4	SMALL ARMS PYROTECHNICS MAG	1-Jul-44	Contributing

FACILITY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS CODE
H5	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H6	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H7	FUSE-DETONATOR MAG-BULK	1-Jul-44	Contributing
H8	FUSE-DETONATOR MAG-BULK	1-Jul-44	Contributing
H9	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H10	OTHER/ AMMUNITION STORAGE	1-Jul-44	Contributing
H11	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H12	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H13	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H14	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H15	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H16	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H17	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
H18	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H19	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H20	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H21	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H22	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H23	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
H24	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
HA1	TRANSFER DEPOT EXPLOSIVES	1-Jul-44	Contributing
HA3	ORDNANCE STORAGE	1-Jul-89	Noncontributing/Not Yet 50
HB1	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Contributing
HB10	RR BRIDGE-TRESTLE /HWY 36/	1-Jul-44	Contributing
HB2	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Contributing
HB2A	VEHICLE BRIDGE OVER CRRNJ	1-Jul-35	Contributing
HB3	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Contributing
HB4A	VEH BRIDGE OVER SWIMMING RIV	1-Jul-97	Noncontributing/Not Yet 50
HB6	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Contributing
HB7	RAILROAD BRIDGE-TRESTLE	1-Jul-44	Noncontributing
HB8	RR BRIDGE-TRESTLE /NY-LBRR/	1-Jul-44	Contributing
HB9	RR BRIDGE-TRESTLE	1-Jul-44	Contributing
I1	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I2	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I3	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I4	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I5	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I6	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I7	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I8	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I9	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I10	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I11	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I12	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I13	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing

FACILITY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS CODE
I14	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I15	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I16	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I17	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I18	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I19	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I20	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I21	SMOKELESS POWDER MAGAZINE	1-Jul-44	Contributing
I22	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I23	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
I24	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J1	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J2	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J3	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J4	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J5	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J6	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J7	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J8	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J9	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J10	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J11	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J12	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J13	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J14	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J15	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J16	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J17	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J18	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J19	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J20	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J21	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J22	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J23	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
J24	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K1	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K2	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K3	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K4	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K5	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K6	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K7	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K8	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K9	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K10	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing

FACILITY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS CODE
K11	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K12	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K13	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K14	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K15	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K16	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K17	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K18	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K19	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K20	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K21	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K22	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K23	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
K24	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L1	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L2	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L3	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L4	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L5	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L6	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L7	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L8	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L9	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L10	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L11	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L12	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L13	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L14	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L15	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L16	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L17	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L18	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L19	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L20	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L21	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L22	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L23	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
L24	HIGH EXPLOSIVES MAG-BULK	1-Jul-44	Contributing
N1	MISSILE MAGAZINE	1-Jul-79	Noncontributing/Not Yet 50
N2	MISSILE MAGAZINE	1-Jul-79	Noncontributing/Not Yet 50
N3	MISSILE MAGAZINE	1-Jul-81	Noncontributing/Not Yet 50
N4	MISSILE MAGAZINE	1-Jul-81	Noncontributing/Not Yet 50
NORM RD	NORMANDY ROAD	1-Jul-44	Contributing
P1	BARR. SIDING RR (ABANDONED)	1-Jul-44	Contributing

FACILITY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS CODE
P2	BARR. SIDING RR (ABANDONED)	1-Jul-44	Contributing
P3	BARR. SIDING RR (ABANDONED)	1-Jul-44	Contributing
P4	BARR. SIDING RR (ABANDONED)	1-Jul-44	Contributing
P5	BARR. SIDING RR (ABANDONED)	1-Jul-44	Contributing
P6	BARR. SIDING RR (ABANDONED)	1-Jul-44	Contributing
P7	BARR. SIDING RR (ABANDONED)	1-Jul-44	Contributing
P8	BARR. SIDING RR (ABANDONED)	1-Jul-44	Contributing
P9	BARR. SIDING RR (ABANDONED)	1-Jul-44	Contributing
P10	BARR. SIDING RR (ABANDONED)	1-Jul-44	Contributing
PIER1	CARGO STAGING AREA	1-Jul-44	Contributing
PIER2	PIER-2 GENERAL PURPOSE PIER	1-Jul-44	Contributing
PIER3A	PIER 3A	22-Sep-09	Noncontributing/Not Yet 50
P-WYE	PIER WYE	1-Jul-81	Noncontributing/Not Yet 50
R20	PIER 2 UTILITIES BUILDING	1-Jul-76	Noncontributing/Not Yet 50
R37	SECURITY GUARD BUNKHOUSE	2009	Noncontributing/Not Yet 50
R38	UTILITY BUILDING	2009	Noncontributing/Not Yet 50
R39	ORDNANCE OPERATIONS BUILDING	2009	Noncontributing/Not Yet 50
R40	SECURITY GUARD TOWER	2009	Noncontributing/Not Yet 50
S13A	RAILROAD CONTROL ADMIN.	1-Jul-95	Noncontributing
S35	/OTHER/CARPENTER SHOP	1-Jul-44	Contributing
S36	LUMBER STRG FACILITY	1-Jul-92	Noncontributing/Not Yet 50
S-62A	ELEC. SERVICE BLDG. - PIER 1	1-Jul-95	Noncontributing/Not Yet 50
S63	PUMP HOUSE	1944	Contributing
S64	WF SEWAGE TREATMENT SYSTEM	1-Jul-04	Noncontributing
S200	PUBLIC QUARTERS G	1-Jul-44	Pre-existing building/ Noncontributing/ Non-Navy property
S201	GARAGE DETACHED, QUARTERS E	1-Jul-44	Pre-existing building/ Noncontributing/ Non-Navy property
S204	PUBLIC QUARTERS F	1-Jul-44	Pre-existing building/ Noncontributing/ Non-Navy property
S207	PUBLIC QUARTERS E	1-Jul-44	Pre-existing building/ Noncontributing/ Non-Navy property
S349	MSNAP/MCDS OPS STORAGE	1-Jul-45	Contributing
S350	MSNAP/MCDS OPS STORAGE	1-Jul-45	Contributing
S351	MCDS CARGO TRAINING FACILITY	1996	Noncontributing/Not Yet 50
S353	MCDS FUEL TRAINING FACILITY	2007	Noncontributing/Not Yet 50
S354	MCDS CLASSROOM	2011	Noncontributing/Not Yet 50
S369	GATE HOUSE, NORMANDY ROAD	1944	Contributing
S369A	SECURITY OPO-UP BARRIER, NORMANDY ROAD	2009	Noncontributing/Not Yet 50
S450	GARAGE	Pre-1954	Pre-existing building/ Noncontributing/ Non-Navy property

FACILITY NO	FACILITY NAME	FACILITY BUILT DATE	HISTORIC STATUS CODE
S454	FIRE STATION	1952	Contributing
S455	BATTERY RECHARGING SHOP	1983	Noncontributing/Not Yet 50
S460	GARAGE	Pre-1954	Pre-existing building/ Noncontributing/ Non-Navy property
T1	TRESTLE-1 (ABANDONED)	1-Jul-43	Contributing
T1A	TRESTLE ONE (REPLACEMENT)	1-Jul-93	Noncontributing/Not Yet 50
T2	TRESTLE-2	1-Jul-44	Contributing
T3A	TRESTLE 3A	22-Sep-09	Noncontributing/Not Yet 50
No Number	CLASSIFICATION YARD		Contributing
No Number	RECEIVING AND DISPATCH YARD		Contributing
S472	DYMAXION DEPLOYMENT UNITS	1944	Contributing
DDU	DYMAXION DEPLOYMENT UNITS	ca. 1940s	Contributing
5N	DYMAXION DEPLOYMENT UNITS	ca. 1940s	Contributing
6E	DYMAXION DEPLOYMENT UNITS	1946	Contributing
11G	DYMAXION DEPLOYMENT UNITS	ca. 1940s	Contributing
8K	DYMAXION DEPLOYMENT UNITS (two DDU units have the same facility number)	ca. 1940s	Contributing

Note that Table 4 shows there are seven Dymaxion Deployment units (S472, DDU, 5N, 6E, 11G and 8K) located within the historic district boundaries that are contributing to the historic district for their architectural design and their association with R. Buckminster Fuller (Figure 69–Figure 74).

Figure 69. Dymaxion Deployment Unit (DDU) near Building GB1 (ERDC-CERL, 2010).



Figure 70. Dymaxion Deployment Unit (S-472) near the E Area (ERDC-CERL, 2010).



Figure 71. Dymaxion Deployment Unit (5N) near the northwest corner of the AA Area (ERDC-CERL, 2010).



Figure 72. Dymaxion Deployment Unit (6E) near the northwest corner of the AA Area (ERDC-CERL, 2010).



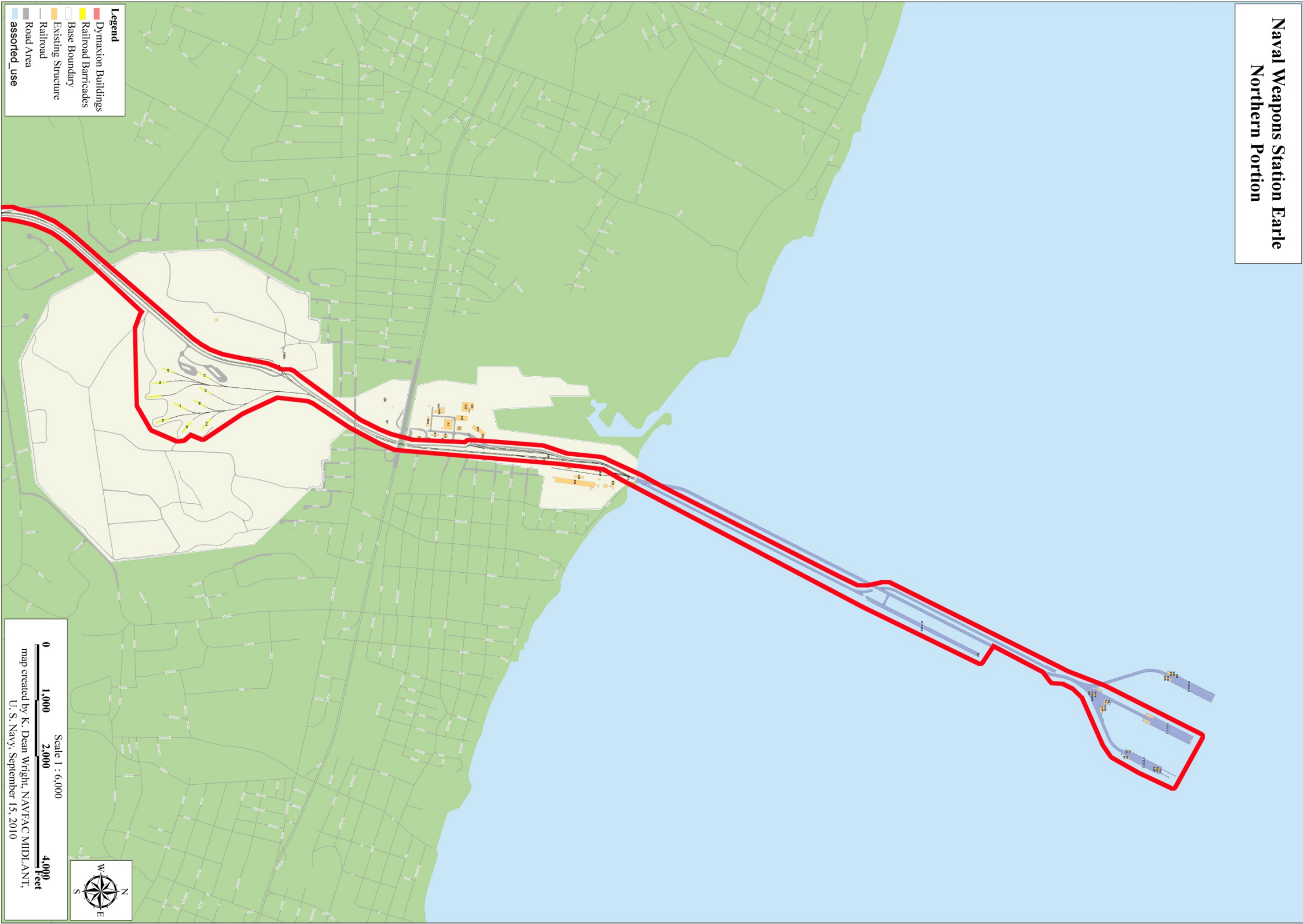
Figure 73. Dymaxion Deployment Unit (11G) near the northeast corner of the AA Area (ERDC-CERL, 2010).



Figure 74. Dymaxion Deployment Units (both are numbered 8K) near the eastern edge of the AA Area (ERDC-CERL, 2010).

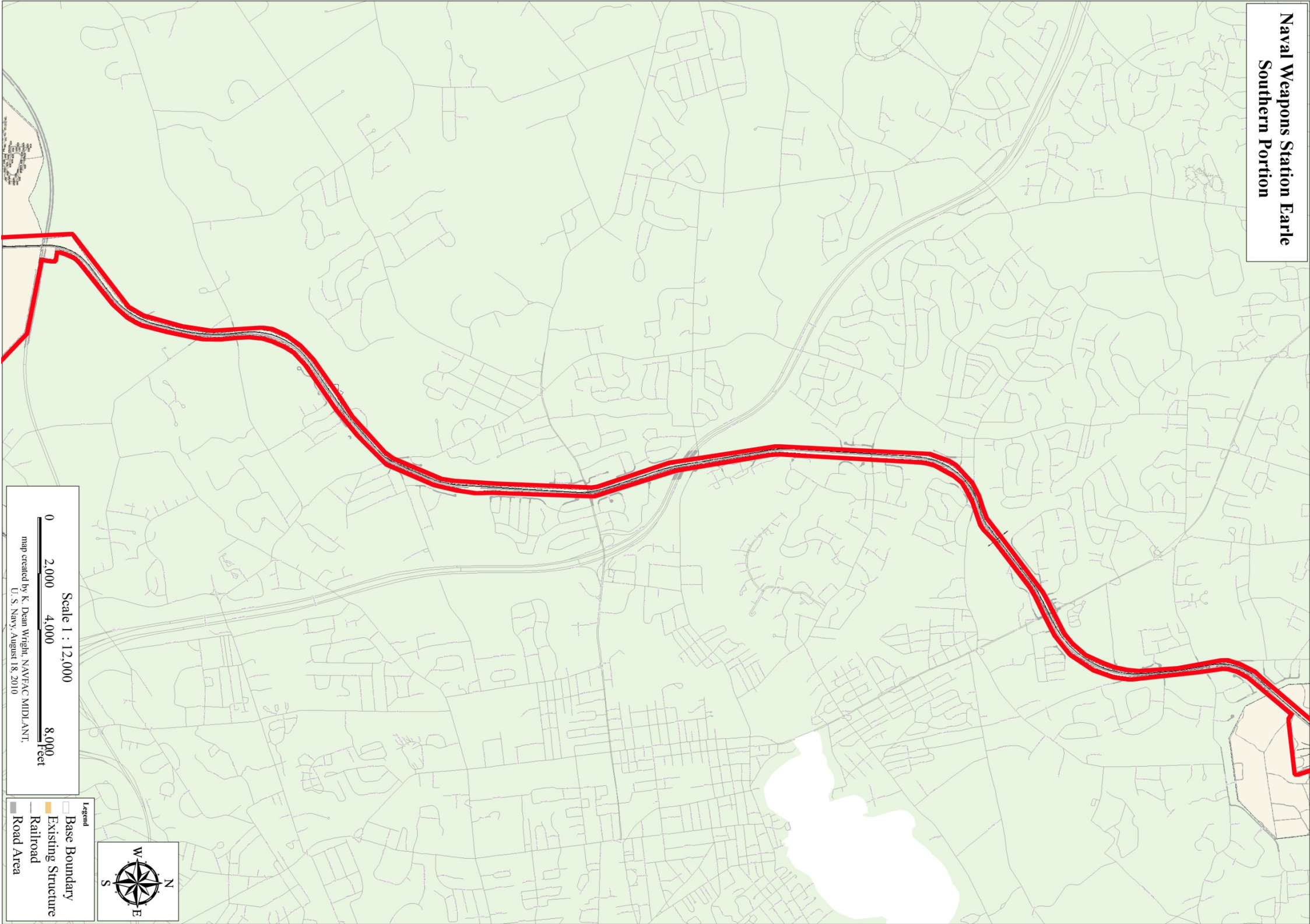


Figure 75. NWS Earle northern portion historic district boundary map (NAVFAC MIDLANT with modification by ERDC-CERL).



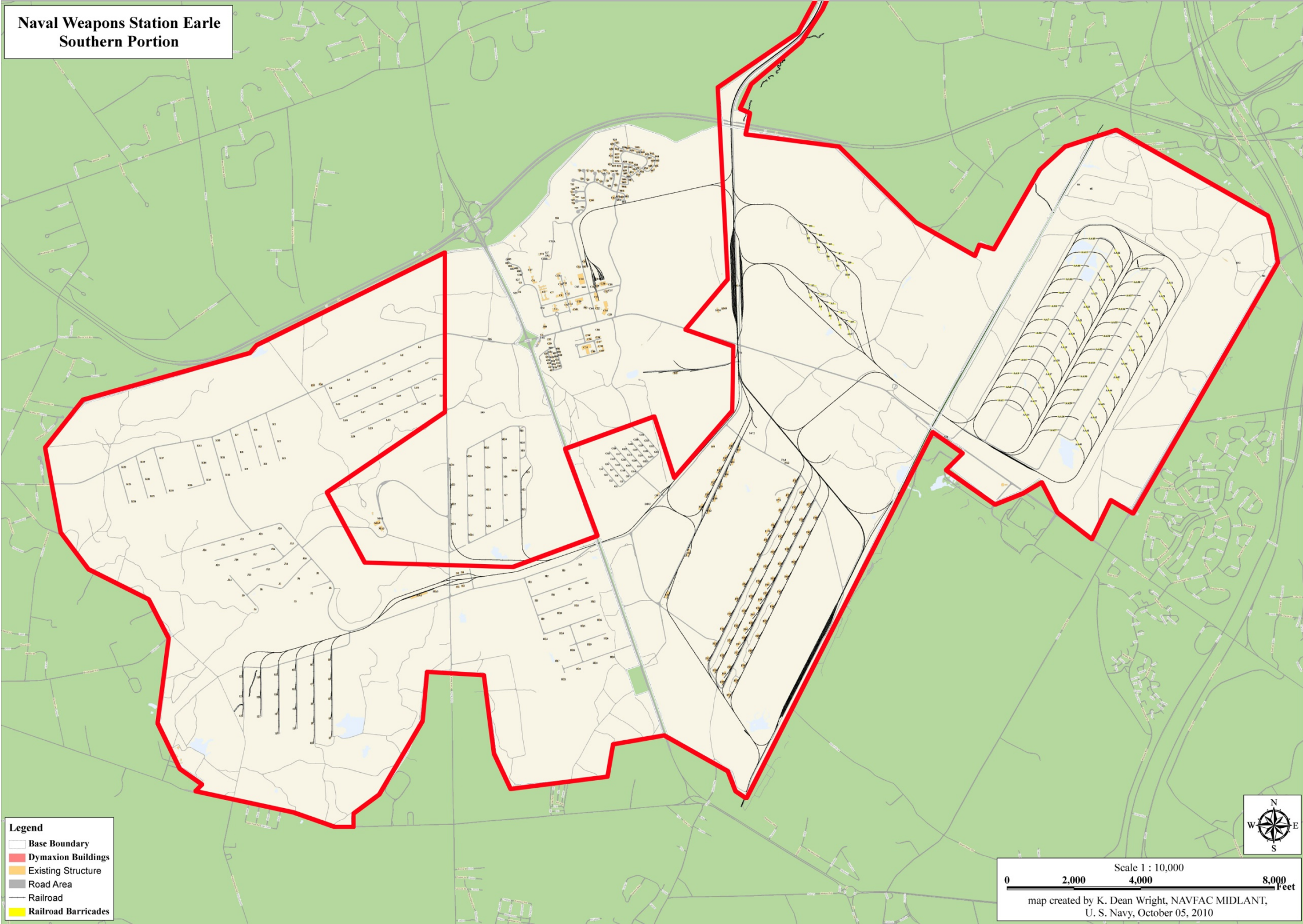
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Figure 76. NWS Earle central portion historic district boundary map (NAVFAC MIDLANT with modification by ERDC-CERL).



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Figure 77. NWS Earle southern portion historic district boundary map (NAVFAC MIDLANT with modification by ERDC-CERL).



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14. ABSTRACT Naval Weapons Station Earle is a U.S. Navy installation with the primary mission of transshipment of munitions. This document is an assessment of two previous Section 110 surveys of Earle. During this reassessment, it was determined that portions of Earle are eligible to the National Register of Historic Places (NRHP) as a historic district under Criteria A and C. The period of significance is from 1943–1945. None of the buildings in the reassessment were found to be individually eligible for the NRHP. This reassessment satisfies Section 110 of the National Historic Preservation Act of 1966 as amended, and it was used to determine the preliminary eligibility of Earle for inclusion on the NRHP. This report recommends that a complete integrity analysis be performed of all buildings during the period of significance to determine final eligibility.					
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